1890

SUPPLEMENT

AUG - DEC.

173

Registered No. C-696.

INDEX TO

The Gazette of India

JANUARY TO JUNE 1929.

PART II.

ADMISSIONS, APPOINTMENTS, PROMOTIONS, RETENTIONS AND REVERSIONS, ETC.

Burma Railways.

	PAGE.
Boeddicker, Mr. F. L. F.	659
Brewitt, Mr. C. P.	659
Darby, Mr. G. S.	659
Downing, Mr. C. J.	476
Dunning, Mr. H. H. C.	784
Hardwick, Mr. N. deC.	659
Hicks, Mr. G. A.	492
Loveland, Mr. F.	659
Rose, Mr. H.	585
Rowland, Mr. J. E. M.	492
Sparke, Mr. W.	492

Chief Controller of Stores.

Bose, Mr. K. K.	587
D'Arcy, Mr. R. S.	587
Stephens, Mr. J.	587

Department of Industries and Labour.

Wendt, Mr. R. E. G.	24

Diocesan Registry Office.

McKenzie, Rev. D. S., M.A.	549

Director, Intelligence Bureau.

[illegible]thalkar, Mr. V. D.	745
[illegible], Mr. G. J.	745
[illegible]dduk Hussain, *Khan Bahadur*, M.B.E.	745

East Indian Railway.

Asrani, Mr. M. A.	608
Baker, Mr. P. N. H.	754
Barron, Mr. H.	754
Bose, Mr. F. N.	729
Bose, Mr. N. K.	539
Burn, Mr. C. H.	659
Casement, Mr. E. R.	300
Chakrabarti, Mr. T. D.	784
Chunn, Mr. G. F.	639
Clifford-Hurst, Mr. L. E.	797
Collett, Mr. H. A.	300
Dutt, Mr. D.	729
Fairfield, Mr. W.	797
Finlayson, Mr. A. R. C.	234
Galvin, Mr. P. H.	273
Gupta, Mr. P. B.	659
Gupta, Mr. P. L.	865
Harrer, Mr. A. R.	254, 539, 797

ADMISSIONS, APPOINTMENTS, PROMOTIONS, RETENTIONS AND REVERSIONS, ETC.—*contd.*

East Indian Railway—*contd.*

	PAGE.
Heysham, Mr. E. H. B.	24
Hollis, Mr. A. H.	754
Hughff, Mr. R. G.	491
Lall, Mr. K. B.	491
Macmillan, Mr. J. N.	849
M. Safique Hasan, *Khan Sahib*	797
Paul, Dr. G. E.	24
Pereira, Mr. L. V.	865
Ray, Mr. R. L.	539
Saldanha, Mr. A.	300
Seriven, Mr. G. W.	491
Shrikent, Dr. S. S.	24, 865
Sinha, Mr. B. C.	797
Sinha, Mr. R. M.	608
Stanton, Mr. W. T.	797
Tern-Duff, Mr. F. H.	673
Waterlow, Mr. F. C.	491
Whitby, Mr. R. B. H.	70
White, Mr. S. W.	754

High Court, Calcutta, English Department (Civil).

Bose, Babu S. B.	672

High Court, Calcutta, Original Side.

Banerjee, Mr. S.	272
Cotta, Mr. J. S.	49
Meyer, Mr. S. C. H.	797
Mitra, Mr. K. L.	49
Ray, Mr. S., Bar-at-Law	49, 272

Imperial Bank of India.

Aitken, Mr. J. E.	518
Alexander, Mr. J. T.	798
Allan, Mr. J. B.	500
Andrews, Mr. P. T.	809
Asarpota, Mr. M. G.	477
Austen-Brown, Mr. L. H.	140
Bentley, Mr. A. O.	25, 256, 685
Bhagwat, Mr. V. W.	500
Bishen Das, Mr.	540
Blair, Mr. F. L.	278
Buckley, Mr. C. E.	286
Bullick, Mr. M.	762
Clemens, Mr. M. B.	799
Cooper, Mr. H. R. L.	140
Corlett, Mr. H.	855
Dandekar, Mr. M. J.	540
Das, Mr. S. C.	799
Dawson, Mr. E. J.	278

ADMISSIONS, APPOINTMENTS, PROMOTIONS, RETENTIONS AND REVERSIONS, ETC.—*contd.*

Imperial Bank of India—*contd.*

PAGE.

Deans-Harris, Mr. H. W. 518
Dix, Mr. A. N. 827
Duff, Mr. H. D. 762
Duff, Mr. W. M. 540, 660, 871
Dutt, Mr. P. 799
Elder, Mr. A. J. 540
Ghosh, Mr. B. 899
Gill, Mr. J. A. 685
Godwin, Mr. F. H. 140
Gordon, Mr. C. L. 278
Govinda Iyer, Mr. T. R. 799
Graham, Mr. A. 477
Gray, Mr. R. A. 613
Gupta, Mr. S. G. 660
Gurdon, Mr. W. N., D.C.M. 660
Hall, Mr. D. 798
Handoo, Mr. S. K. 140, 799
Hardwick, Mr. G. N. 540
Headington, Mr. K. G. J. 540, 685
Heywood, Mr. A. L. 540
Iles, Mr. A. G. 660
Iyer, Mr. V. A. N. 140
Jeffrey, Mr. J. P. 49
Kapoor, Mr. S. N. 540
Keshav B. Gupta, Mr. 685
Lamond, Mr. W. 613
Laughland, Mr. H. N. W. 798
Laver, Mr. L. J. A. 660, 899
Leask, Mr. J. 549
Lees, Mr. J. P. R. 286
Leigh, Mr. R. C. 540
Lewis, Mr. H. A. C. 500
Lutley, Mr. W. J. 140
McCallum, Mr. W. T. 643
McInnes, Mr. A. 540
MacBain, Mr. W. B. 518
MacBain, Mr. W. R. 256
MacDonald, Mr. K. M., M.C. 256
Mackenzie, Mr. F. 685
Mackenzie, Mr. J. S. 286
Macpherson, Mr. N. M. 278
Madan, Mr. N. D. 799, 899
Malhotra, Mr. S. D. 540
Misra, Mr. T. N. 540
Moorhouse, Mr. F. H. 613, 899
Mortimer, Mr. F. J. 256
Moscardi, Mr. F. L. 500
Muir, Mr. J. M. 899
Mukerjee, Mr. S M. 799
Natarajan, Mr. S. 540
Nixon, Mr. C. N. 278
Noble, Mr. C. A. 660
Nuttall, Mr. A. C. 855
Nuttall, Mr. E. A. 140
Ogilvie, Mr. R. D. 140, 549
Page, Mr. H. A. 660
Paton, Mr. R. S. 762
Pearson, Mr. A. G. 49, 613, 685, 762
Perrott, Mr. L. C. P. 278
Pettigrew, Mr. F. C. 278
Phadke, Mr. D. V. 49, 477, 798, 827
Phillips, Mr. R. L. 799
Poole, Mr. A. 899
Rae, Mr. S. N. 586
Rahim Baig, Mr. M. 540
Ram Nath, Mr. 799
Rees, Mr. S. E. 677
Robinson, Mr. A. L. C. 25, 256
Satagopan, Mr. T. 660
Seton, Mr. G. R. 660
Sherman, Mr. V. 660
Smith, Mr. N. E. 540, 799
Stanton, Mr. E. G. B. 278
Stephenson, Mr. B., O.B.E., M.C. 233
Stewart, Mr. I. 799, 855
Stocker, Mr. E. P. 762
Strachan, Mr. R. 827
Stuart, Mr. M. G. 233
Subbiah, Mr. A. 586
Tait, Mr. G. T. 899
Taraporvala, Mr. C. B. 855
Tribe, Mr. C. J. 660
Veliath, Mr. J. D. 762
Walker, Mr. A. M. 660
Watson, Mr. G. D. 827
White, Mr. F. G. 685
Wisher, Mr. R. R. 899
Woodward, Mr. L. W. 799

ADMISSIONS, APPOINTMENTS, PROMOTIONS, RETENTIONS AND REVERSIONS, ETC.—*contd.*

Imperial Department of Agriculture in India.

PA

Balwant Singh, Mr. . . . . .
Banerji, Mr. P. C. . . . . .
Cox, Mr. S. . . . . .
Dutt, Mr. G. R. . . . . .
Dutt, Mr. M. L., M.SC. 798
Ganguly, Mr. P. R. 290
Harihar Prasad, Mr. 484
Jamaluddin, Mr. S. M. 308
Kothawala, Mr. Z. R. 272
Krishan Iyer, Mr. 21
McRae, Dr. W., M.A., F.L.S. 308
Ram Ayyar, Mr. C. S., B.A. 484
Sanyal, Mr. P. B. 308
Sayer, Mr. W., B.A. 671
Sen, Dr. J. N., M.A., F.C.S. 42
Shaw, Dr. F. J. F., A.R.C.S., F.L.S. 66
Thomas, Mr. R. 643
Torabag Khan, Mr. 671
42, 248

Income-Tax Department, Bengal.

Ahmed, Mr. S., M.A. 654
Banerjee, Mr. M. K., M.A., B.L. 822
Bhattacharyya, Mr. J. C., M.SC. 728
Chakravarty, Mr. N. N., M.A. 884
Dey, Mr. P. C., M.A. 515
Dutt, Mr. P. C., M.SC. 254, 533
Mannan, Mr. M., B.SC. 822
Martin, Mr. O. K. 533
Mukherjee, Mr. K. 579
Nandi, Mr. S. L., B.A. 122, 579 654
Phillippe, Mr. W. A., F.C.B.A. 654
Robertson, Mr. F. A., B.A. (Cantab.). 122

India Meteorological Department.

Hans Raj Puri, Mr., M.SC. 7
Rao, Mr. P. R. K., B.SC. 70
Ray, Mr. B. K., M.SC. 900
Roy, Mr. B. K., M.SC. 478

Indian Medical Service.

Cotton, 1st-cl. Asst. Surgn. E. A., I.M.D. 631
Craggs 4th-cl. Asst. Surgn. E. M., I.M.D. 660
Grant, 1st-cl. Asst. Surgn. E. R., I.M.D. 235
Honey, 1st-cl. Asst. Surgn. B. St. C., I.M.D. 66
Kirkpatrick, 3rd-cl. Asst. Surgn. W. R., I.M.D. 501
Sinclair, 1st-cl. Asst. Surgn. A.C., I.M.D. 235
Smyth, Lt. S. G., I.M.D. 41
Will, Maj. W. M., M.B., I.M.S. 41

Indian Posts and Telegraphs Department.

Augustine, Mr. G. . . . . .
Augustine, Mr. P. L. . . . . .
Aziz, *Khan Sahib* M. A. . . . . .
Bailey, Mr. R. S. . . . . .
Beeton, Mr. H. 71,
Bhargova, Mr. B. 71,
Bishop, Mr. C. A. 50
Brown, Mr. E. L. 71
Browne, Mr. F. E. 71, 418
Chakravarty, Mr. J. N. 502
Chakravarty, Mr. S. N. 235
Chaves, Mr. H. J. 855
Clump, Mr. F. A. 844
Clump, Mr. F. 235
Culpeper, Mr. R. T. E. 478
Dalby, Mr. J. F. 478
D'Bras, Mr. G. E. 661
De Rosaire, Mr. A. K. 141
D'Rozario, Mr. W. 71, 588
D'Souza, Mr. B. A. 587
D'Souza, Mr. J. H. 71, 662
Duncan, Mr. R. J. 71
Dwarka Basi, Mr. 644
Ewdards, Mr. G. A. 141
Fialho, Mr. F. 71, 255
Fisher, Mr. S. 141
Franklin, Mr. J. E. 279
Galastin, Mr. C. E. 141, 502
662

Taking the whole investment, the average rate of purchase is equal to 95·92 for 4 per cent., and par for 4½ per cent.

PROFITS OF CIRCULATION.

20. The interest realised on the above-stated nominal value for the year was:—

		R	a.	p.
On 4% paper	. . . .	24,77,790	12	4
and on 4½% „	. . . .	22,500	0	0
	TOTAL .	25,00,290	12	4

ISSUE AND RECEIPT OF NOTES.

21. The following are the gross statistics of the year, the details by Circles being shown in Statement VI:—

			R	R
Gross circulation, 1st April 1889				15,99,96,270
ISSUES—				
Over the counter			79,95,27,880	
At Agencies			13,05,625	
In remittance transactions	Between Head Offices and Agencies	2,11,30,550		
	Between Circles	10,22,31,625	12,33,62,175	
				93,41,95,680
				1,09,41,91,950
RECEIPTS—				
Over the counter			65,41,70,045	
At Agencies			21,84,250	
From other Currency Circles			7,03,30,165	
For Mint Certificates			7,22,07,000	
In remittance transactions	Between Head Office and Agencies	83,14,500		
	Between Circles	12,66,41,465	13,49,55,965	
				93,37,97,425
Balance being gross circulation, March 31st, 1890 (*vide* para. 4)				16,03,94,525

The transactions at Agencies 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.

The receipts from other Currency Circles represent notes cashed at other Currency Circles from March 16th, 1889, to March 15th, 1890, and returned during the year under report to the Circles to which they belong.

The remittances are for the most part payments and receipts of one Currency Office, in consideration of receipts or payments at another.

22. The issues and receipts for the last four years are compared below:—

	Issues.	Receipts.
	₹	₹
1889-90	93,41,95,680	93,37,97,425
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

23. 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 . . .	850,614	4,149,435	532,958	425,348	989,987	144,250	280,488	40,491	7,413,571	93,41,95,680
Receipts . . .	830,469	4,114,873	526,610	427,093	967,325	142,192	281,391	40,739	7,330,692	93,37,97,425
More issues . .	20,145	34,562	6,348	...	22,662	2,058	...	...	85,775	38,68,505
More receipts . .	...	...	...	1,745	...	...	903	248	2,896	34,70,250
						Net increase of gross Circulation				3,98,255

24. 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 are given in the following table:—

	Notes cashed.			Notes issued.			Notes cancelled.		
	1887-88.	1888-89.	1889-90.	1887-88.	1888-89.	1889-90.	1887-88.	1888-89.	1889-90.
At Calcutta . .	12,247	12,434	12,426	13,208	13,319	12,379	9,517	9,272	9,185
„ Bombay . .	6,498	7,355	7,166	7,405	7,712	7,832	3,654	4,003	4,147
„ Madras . .	2,352	2,469	2,477	2,530	2,431	2,568	2,126	2,208	2,365
„ Rangoon . .	346	466	610	402	530	665	227	300	402

N.B.—The figures furnished for Rangoon in last year's report were averages for three years. Those now entered are averages for each year.

ENCASHMENT OF FOREIGN NOTES.

25. The following is the foreign note account of the Circles in aggregate:—

	₹	₹
Balance held on April 1st		26,18,135
Received over the counter	6,72,78,480	
From other Circles	44,48,880	
		7,17,27,360
Total .		7,43,45,495
Remitted to Circles concerned		7,16,68,775
Balance on March 31st		26,76,720
Total .		7,43,45,495

26. The following statement shows the statistics of the encashment of foreign circle notes, giving for the year an aggregate total as just mentioned of ₹6,72,78,480.

Statement of Foreign Circle Notes cashed during the year 1889-90.

Cashed by	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpur.	Karachi.	Madras.	Calicut.	Cocanada.	Rangoon.	Total.
Calcutta .	...	58,48,475(c)	60,39,915(c)	2,13,07,230	...	170	1,34,330	9,03,170	17,640	10	11,57,615	3,54,08,555
Allahabad .	33,01,210	...	6,70,050	11,04,455	...	705	35,425	3,15,770	,580	...	6,265	54,37,460
Lahore .	24,52,500	5,16,315	...	7,02,995	100	160	5,69,485	4,09,910	,420	...	7,960	46,62,845
Bombay .	32,22,620	12,37,955	25,89,100	...	...	...	11,99,445(c)	53,04,510	5,5 ,490	85	1,93,980	1,43,02,185
Karachi .	2,35,105	47 555	5,16,190	4,02,260	...	...	...	63,600	1,095	...	1,035	12,66,840
Madras .	2,15,855	28,130	27,010	16,00,110	...	50	23,035	...	20,17,045(c)	...	35,550	39,47,085
Calicut .	1,06,670	4,090	5,870	2,54,135	...	...	3,495	18,47,700	...	50	3,315	22,25,325
Rangoon .	21,850	50	4,040	1,490	...	...	20	715	20	...	...	28,185
Total .	95,55,810	76,82,870	98,52,175	2,53,72,675	100	1,085	19,65,235	88,45,375	25,97,290	145	14,05,720	6,72,78,480

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 ₹1,51,04,880.

27. The comparison for four years is as follows:—

Foreign Circle.	₹ 1886-87.	₹ 1887-88.	₹ 1888-89.	₹ 1889-90.
Notes cashed at—				
Calcutta .	4,08,03,545	3,16,13,695	3,03,23,075	3,54,08,555
Allahabad .	35,55,385	51,97,540	55,06,585	54,37,460
Lahore .	31,13,185	31,53,610	41,77,715	46,62,845
Bombay .	1,76,45,030	1,27,52,985	1,33,81,885	1,43,02,185
Karachi .	26,515	4,92,275	15,56,695	12,66,840
Madras .	52,46,620	51,24,625	41,58,920	39,47,085
Calicut .	21,55,805	15,69,735	16,86,720	22,25,325
Rangoon .	16,080	3,855	8,930	28,185
	7,25,62,465	5,99,08,320	6,08,00,525	6,72,78,480

28. As regards the encashment of notes of foreign circles proper, the noticeable features of the year 1889-90 were the large number of Bombay Notes cashed at Calcutta, and the increase in the number of Madras Notes cashed at Bombay. These items have shown the largest fluctuations from year to year, and the figures for the last five years are given below:—

	Bombay Notes cashed at Calcutta in thousands of Rupees.	Madras Notes cashed at Bombay in thousands of Rupees.
1885-86	1,67,87	22,95
1886-87	1,74,85	39,28
1887-88	1,14,44	28,06
1888-89	1,37,35	36,09
1889-90	2,13,07	53,04

The Bombay notes cashed at Calcutta are paid in for the most part on account of Government dues, and then cashed at the Currency Office. They are used as a cheap method of remittance to Calcutta, as they can often be sold at a small discount of, say, half an-anna per cent. to parties having to pay revenue to Government.

29. In the encashment of Sub-Circle notes by Head Offices there have also been large fluctuations in the last five years. The figures are given below:—

In Thousands of Rupees.

Head Office	Sub-Circle.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
Calcutta	Allahabad	33,63	1,02,16	90,75	91,40	58,48
	Lahore	58,42	88,63	86,86	50,85	60,40
Bombay	Karachi	8,77	50,55	26,93	14,77	11,99
Madras	Calicut	18,86	28,57	16,75	13,24	20,17

ISSUE AND RECEIPT OF COIN.

30. The transactions in coin are as follows (for details by Circles refer to Statement VII):—

	Coin. ₹	a.	p.	Small Coin. ₹	a.	p.
Balance, April 1st, 1889	8,30,82,271	8	11	9,24,800	0	0
RECEIPTS—						
Over the counter	20,36,74,265	0	0			
From Small Coin account	18,70,226	0	0			
At Agencies	1,08,53,275	0	0			
In Remittance Transactions—						
Between Head Office and Agencies 7,20,550 0 0						
Between Circles 16,24,66,120 4 0						
	16,31,86,670	4	0			
From Treasury on account of Mint Certificates	67,35,219	1	6			
From Coin account	...			24,41,426	0	0
TOTAL RECEIPTS	38,63,19,655	5	6	24,41,426	0	0
TOTAL BALANCE AND RECEIPTS	46,94,01,926	14	5	33,66,226	0	0
ISSUES—						
Over the counter	20,35,59,240	0	0			
At Agencies	16,81,900	0	0			
In Remittance Transactions—						
Between Head Office and Agencies 68,13,500 0 0						
Between Circles 17,11,48,375 4 0						
	17,79,61,875	4	0			
For Bullion delivered and pre-melting fees	74,552	14	3			
To Small Coin account	24,41,426	0	0			
In purchase of Securities	1,79,951	6	0			
To Coin account	...			18,70,226	0	0
TOTAL ISSUES	38,58,98,945	8	3	18,70,226	0	0
BALANCE, MARCH 31ST (see paragraph 17)	8,35,02,981	6	2	14,96,000	0	0

31. The Receipts and Issues for the past four years are given below:—

	Receipts. ₹	Issues. ₹
1889-90	38,63,19,655	38,58,98,945
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

The increase is chiefly under the head of remittances and is accounted for by the increased employment of the Currency Reserve to facilitate Resource operations.

STATE OF THE COINAGE.

32. The following table 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:—

Province.	Opening Balance.	Receipts from the Public.	TOTAL.	Remitted to Mints.	Closing Balance.
	(Thousands of Rupees.)				
India	82	1,62	2,44	1,95	49
Central Provinces	13	12	25	21	4
Burma	4	6	10	8	2
Assam	2	1	3	...	3
Bengal	12	8	20	8	12
North-Western Provinces	5,82	7,85	13,67	7,97	5,70
Punjab	12,53	11,88	24,41	19,06	5,35
Madras	78	57	1,35	1,19	16
Bombay	8	1,25	1,33	1,19	14
TOTAL	20,34	23,44	43,78	31,73	12,05

The receipts from the public have been much less than in any previous year since 1880-81. They are less than half the receipts for 1888-89. As usual the largest receipts have been in the North-Western Provinces and Punjab. The practice of shroff-marking seems still to be for the most part confined to the coin of older mintages.

33. The following shows the operation of the cutting clauses of the Coinage Act during 1889:—

Statement showing the number of coins cut and broken under the Coinage Act in Treasuries throughout India during the Calendar year 1889.

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.			
		₹	½ ₹	¼ ₹	⅛ ₹	₹	½ ₹	¼ ₹	⅛ ₹	₹	½ ₹	¼ ₹	⅛ ₹	₹	½ ₹	¼ ₹	⅛ ₹
Government of India	8	1,544	3,156	...	...	523	8	15	9	4,349	1,138	1,573	942	...	...	...	...
Central Provinces	13	1,896	26	8	...	48	12	8	...	102	18	24	...	...	...	...	...
Burma	.	10	...	...	...	4,237	86	118	16	10	...	...	...	...	...	...	...
Assam	7	64	...	...	...	142	2	3	...	3	...	...	...	...	...	...	...
Bengal	44	2,742	283	...	2	1,192	100	41	48	2,030	320	1,734	2,327	...	...	...	...
N.-W. P. and Oudh	46	23,945	1,978	...	...	1,232	30	97	116	11,820	115	71	24	...	...	20	176
Punjab	20	5,032	...	...	...	386	11	...	...	4,576	29	...	...	...	...	...	...
Madras	25	23,851	19,674	...	...	641	61	79	24	28	1	...	...	...	...	...	...
Bombay	24	59,206	381	1,753	5,407	480	18	23	7	1,163	6	1	6	...	...	...	...
Hyderabad	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	...	1,18,290	25,498	1,761	5,409	8,881	328	384	220	24,081	1,627	3,402	3,299	...	...	20	176

Of the coin called in, by reason of its having, by reasonable wear and tear fallen below the mininum weight allowed by law, more than half appertains to the Bombay Presidency, and almost the entire amount was cut in Bombay itself, at the Bank of Bombay and the Currency Office. The amount is not, however, so large as last year. Burma generally shows the largest amount of counterfeit coin cut, but the amount shown this year is larger than usual.

34. I append the usual statements of whole Rupees coined and issued from the Indian Mints during the years 1835 to 1889, and of 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.

35. It would seem from these tables that it takes, on the average, about three or four years for the coinage of any year to pass into general circulation.

36. The older coin disappears very gradually. About 1 in 60 of the coins examined this year are of the coinage of William IV, about 1 in 20 of the first issue of 1840, and about 1 in 8 of the second issue of that year. Thus just under one-fifth of the coins are of the issues before 1862. The largest number of these old coins circulate in the North-Western Provinces and the Punjab, the proportion of such coins there being about 3 out of every 10.

Statement of Whole Rupees coined and issued from the Indian Mints, from 1835 to 1889.

	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 .	17,99,31,670	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 . .	1,83,99,891	...	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 . .	3,41,52,203	...	6,48,78,009	9,90,30,203
,, 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
,, 1889 . .	93,68,310	...	6,53,00,000	7,46,68,310
TOTAL .	1,23,83,46,292	10,76,07,305	1,64,47,18,881	2,99,07,02,478

Proportion of the several Issues of Government Rupees in actual circulation in British India in the years 1875 to 1890, 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.	1890.	Portuguese.	TOTAL.
1875 .	117	227	635	962	38	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1876 .	103	251	620	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	208	137	91	40	...	...	...	...	...	...	...	...	...	...	...	2,000
1881 .	65	149	430	685	29	41	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	...	...	...	...	...	...	...	1	2,000
1884 .	55	141	375	610	23	36	47	164	113	114	107	17	144	26	27	...	...	...	...	...	...	1	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	188	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	28	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
1890 .	33	98	251	455	18	27	32	103	69	63	66	11	80	23	60	127	71	135	125	106	46	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, 1889, and 1890, 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.	1890.	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	21	...	...	...	...	...	...	...	2,000
1886 .	...	38	96	204	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
1890 .	...	27	67	218	384	11	19	29	72	58	49	64	29	84	35	88	188	67	110	134	256	10	...	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
1890 .	...	14	59	236	504	17	35	40	88	57	57	76	5	70	15	52	95	92	99	189	102	98	..	...	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
1890 .	...	20	74	213	375	28	35	26	103	66	33	65	13	167	37	81	184	92	286	34	47	21	...	...	2,000
ASSAM.																									
1875 .	...	161	251	646	924	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880 .	...	108	223	431	743	31	32	28	270	112	22	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885 .	...	80	161	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	61	16	...	...	...	...	...	...	2,000
1888 .	...	61	126	368	580	28	28	28	192	102	60	48	14	104	48	58	72	18	54	8	...	...	...	...	2,000
1889 .	...	62	131	312	518	20	24	30	174	100	58	44	10	102	38	52	84	36	138	58	6	...	...	...	2,000
1890 .	...	44	138	250	454	20	26	26	144	78	50	42	6	84	30	44	104	58	238	98	64	2	...	...	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	119	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 .	...	65	152	338	552	22	30	37	183	110	64	52	5	106	44	55	140	38	4	...	...	...	...	...	2,000
1888 .	...	58	132	316	510	20	30	32	168	94	58	58	8	96	34	54	128	62	126	16	...	...	...	...	2,000
1889 .	..	53	128	272	454	21	29	29	144	88	58	49	8	76	31	44	110	73	224	103	11	...	...	...	2,000
1890 .	...	41	92	248	424	26	28	32	136	84	50	48	24	64	30	40	112	54	210	100	136	18	..	...	2,000
NORTH-WESTERN PROVINCES AND OUDH.																									
1875 .	...	184	332	761	716	6	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880 .	...	101	222	558	628	23	37	48	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	148	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
1890 .	...	68	156	392	542	18	26	32	138	96	82	56	6	60	20	40	90	52	48	44	30	4	...	...	2,000
PUNJAB.																									
1875 .	...	201	410	872	516	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880 .	...	86	219	554	435	12	12	31	139	146	294	21	...	...	...	...	...	...	...	...	...	...	1	...	2,000
1885 .	...	74	178	472	468	14	18	24	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	401	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	56	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
1890 .	...	68	172	352	426	12	18	30	126	98	154	74	2	56	10	60	192	62	28	42	18	...	...	...	2,000
MADRAS.																									
1875 .	...	52	161	627	1,140	4	16	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	2,000
1880 .	...	53	144	537	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
1890 .	...	26	126	277	602	16	32	43	83	58	46	64	6	65	19	73	76	35	97	147	99	9	...	1	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	167	88	116	161	11	160	45	170	94	...	...	...	...	...	...	6	2,000
1886 .	...	11	91	199	579	19	36	47	93	75	94	156	8	143	32	122	195	95	...	...	...	...	...	5	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	439	14	25	39	68	53	60	99	10	89	17	83	169	118	139	244	90	...	...	3	2,000
1890 .	...	11	39	171	435	13	27	32	71	51	64	97	10	83	20	66	133	100	112	167	142	153	..	3	2,000
HYDERABAD (BERAR).																									
1886 .	...	4	42	182	614	21	43	51	98	78	76	147	12	138	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	441	219	...	...	...	2,000
1890 .	...	10	58	148	446	14	28	32	68	41	44	78	6	68	14	58	96	100	120	298	163	142	..	...	2,000

EXCHANGE OF SMALL COIN.

37. 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	3,64,346	0	0	10,66,307	0	0	7,01,961	0	0
Quarter Rupees	3,91,623	0	0	15,55,161	0	0	11,63,538	0	0
One-eighth Rupees	2,42,386	0	0	10,22,483	0	0	7,80,097	0	0
Copper	64,370	0	0	3,71,763	0	0	3,07,393	0	0
TOTAL	10,62,725	0	0	40,15,714	0	0	29,52,989	0	0
TOTAL, 1888-89	11,33,672	0	0	42,25,809	0	0	30,92,137	0	0

BULLION.

38. 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 1st April 1889	33,59,804	6	9	1,01,91,230	0	0
Receipt of Bullion—						
April 1889	28,49,092	3	0	95,31,184	0	0
May „	2,16,179	11	0	53,24,177	0	0
June „	2,26,766	10	0	25,52,136	0	0
July „	3,304	3	0	27,28,798	0	0
August „	4,89,301	12	0	46,21,303	0	0
September „	1,50,341	1	0	52,36,585	0	0
October „	2,08,137	9	0	58,88,070	0	0
November „	1,09,911	1	0	36,36,878	0	0
December „	24,187	9	0	24,64,400	0	0
January 1890	47,406	9	0	53,83,674	0	0
February „	6,32,959	10	0	1,31,67,577	0	0
March „	24,07,490	2	6	1,01,81,116	0	0
TOTAL OF 12 MONTHS	73,15,078	0	0	7,07,15,898	0	0
Additional 1 per mille, credited on account of melting fee. (Paid out of currency)	7,876	14	3	71,175	0	0
TOTAL	73,22,954	14	3	7,07,87,073	0	0
TOTAL RECEIPT AND BALANCES	1,06,82,759	5	0	8,09,78,303	0	0
Deduct Mint Certificates realized	67,34,904	1	6	7,22,07,315	0	0
Balance on 31st March	39,47,855	3	6	87,70,988	0	0

39. The receipts of bullion for the last five years have been—

	Calcutta.	Bombay.	TOTAL.
	₹	₹	₹
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
1889-90	73,22,954	7,07,87,073	7,81,10,027

40. 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 :—

	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, *i. e.*, 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.
	(Thousands of Rupees.)								
April 1889	29,00	96,37	1,25,37	36,92	99,18	1,36,10	—1,49	5,10	3,61
May „	2,91	52,46	55,37	19,39	80,00	99,39	2,04	—11,68	—9,64
June „	1,61	26,09	27,70	11,04	35,02	46,06	1,75	—4,97	—3,22
July „	3	27,86	27,89	2,33	29,71	32,04	2,44	8,01	10,45
August „	4,49	50,27	54,76	6,31	66,69	73,00	2,80	—2,51	29
September „	1,54	50,41	51,95	7,44	83,74	91,18	3,26	—12,27	—9,01
October „	2,12	61,62	63,74	9,53	82,33	91,86	10,57	—14,40	—3,83
November „	1,13	38,75	39,88	9,88	59,45	69,33	16,23	—24,47	—8,24
December „	23	22,05	22,28	9,89	15,04	24,93	23,77	—4,71	19,06
January 1890	48	59,02	59,50	10,37	48,33	58,70	6,61	—15,90	—9,29
February „	6,46	1,30,53	1,36,99	16,28	1,02,96	1,19,24	3,22	—35,36	—32,14
March „	27,04	1,08,08	1,35,12	39,48	87,71	1,27,19	91	—19,11	—18,20
TOTAL RECEIPTS FOR 12 MONTHS	77,04	7,23,51	8,00,55	...	...	...	...	...	...

AGENCIES.

41. The following are the transactions at the Agencies :—

	No. of Agencies.	Issues of Notes.	Receipts of Notes.
Agencies of the Calcutta Circle	31	7,10,000	2,86,000
„ Lahore „	8	91,11,500	3,32,000
„ Bombay „	2	6,66,515	7,19,000
„ Madras „	2	7,20,250	7,97,250
„ Rangoon „	8	97,360	...
	51	1,13,05,625	21,34,250

42. The Agencies enumerated in the above figures are the following:—

Calcutta Circle.		Lahore Circle.	Madras Circle.	Rangoon.
1. Backergunge.	17. Mozufferpur.	1 Amballa.	1. Vizagapatam.	1. Mandalay.
2. Bogra.	18. Mint.	2. Bannu.	2. Coconada.	2. Bassein.
3. Cachar.	19. Maldah.	3. Delhi.		3. Myingyan.
4. Chittagong.	20. Monghyr.	4. Multan.		4. Pokokku.
5. Champarun.	21. Noakhally.	5. Peshawar.		5. Prome.
6. Cuttack.	22. Nowgong.	6. Rawalpindi.	Bombay Circle.	6. Maubin.
7. Dacca.	23. Pubna.	7. Simla.		7. Henzada.
8. Dinagepur.	24. Patna.	8. Sialkot.	1. Nagpur.	8. Bhamo.
9. Darrang.	25. Rajshahye.		2. Akola.	
10. Gya.	26. Rungpore.			
11. Gauhati.	27. Sylhet.			
12. Lakhimpur.	28. Singbhoom.			
13. Mymensing.	29. Sibsagor.			
14. Moorshedabad.	30. Shahabad.			
15. Midnapore.	31. Shillong.			
16. Manipore.				

In addition to these, Temporary Agencies for receiving coin were opened at various Treasuries in the North-Western Provinces, Bombay, and Madras.

CLAIMS ON LOST NOTES.

43. The following is the statement of lost and mutilated notes for payment of which on bond of indemnity orders were passed during the year:—

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	21	129	32	63	139	16	5	...	405	32,085
	Lost accidentally	13	113	23	38	139	27	34	...	387	61,955
	Mutilated	4	70	5	4	15	...	...	...	98	2,520
		38	312	60	105	293	43	39	...	890	99,560
Whole Notes.	Lost by Post	...	...	...	...	...	...	...	...	...	...
	Lost accidentally	1	10	1	...	1	...	...	...	13	225
	Mutilated	2	20	13	4	18	...	..	...	57	2,470
	Mismatched	...	...	...	...	...	...	...	...	...	...
		3	30	14	4	19	...	...	...	70	2,695
	1889-90	41	342	74	109	312	43	39	...	960	1,02,255
	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

44. The total number of lost and mutilated notes, in respect of which orders were passed, is less than in the previous year; but the total value of the notes is considerably higher. This is entirely due to one case at Calcutta, in which 33 notes of ₹1,000 and 13 notes of ₹500 were involved. The claim was first made in 1884; litigation between the various claimants ensued, and eventually the case was disposed of in April 1889 under a decree of Court. Extreme carelessness is often brought to light in connection with these claims: half notes of high value are carried about loose in the pocket, or deposited in places where they are liable to be destroyed or mutilated by white-ants or rats.

FRAUD AND FORGERY.

45. A few cases of fraud, with reference to mis-matched and half notes, have occurred. At Calcutta a false claim was made on half notes, which the claimant had probably received as a mis-matched note; he was convicted and sentenced to pay a fine of ₹200. In Bombay a Mahomedan made a claim on some fragments of a note, the rest of which he stated had been destroyed by fire; subsequently the rest of the note was sent to the Currency Office by the rightful

owner; the first claimant was then prosecuted for an attempt to cheat, and was sentenced to two years' rigorous imprisonment.

46. There have been, as usual, a few cases of fraudulent alteration of notes: one was in respect of a note of ₹1,000 of the Lahore Circle; it was tendered at the Calcutta Office, where the alteration was detected. Payment of such notes is almost invariably refused.

47. The following cases of forged notes have come to light during the year, including a case which came to light in March 1889, but was not mentioned in last year's report. All the forged notes purported to be of the Calcutta Circle.

Of 5 Rupees notes 68 pieces.
„ 10 „ „ 28 „
„ 20 „ „ 1 piece.
„ 500 „ „ 6 pieces.

48. Of the five-rupee notes 12, which are of the $\frac{R}{74}$ series, apparently belong to the same set as those which have been uttered since 1883-84. Fifty-five other notes, bearing the same series number $\frac{R}{74}$, were also discovered in one case, but they evidently belonged to a different and much more clumsy forgery and were easily detected; it is very improbable that any of these ever got into circulation. A man Safiuddeen attempted to pass one of them in the Kidderpore bazar; on his arrest, two more were found on his person; and from information he gave, 47 more were seized in a house in Calcutta. He was a resident of the Backergunge District, and he implicated another man named Mani Chand whose house was searched, and five more notes were found in it. The actual forgery of these notes was not brought home to these men; but they were convicted of illegal possession and were sentenced to five years' imprisonment each. The remaining five-rupee note is of the $\frac{R}{70}$ series. It is a new forgery, but is probably the only one of its kind.

49. Of the ten-rupee notes, all but four are of the $\frac{R}{85}$ series, for issuing which Mohendro Nath Chatterjee was sentenced to six years' imprisonment in 1888. These notes have had a wide circulation, ten having been presented this year in the Punjab, four in Bombay, two in the North-Western Provinces and one in Karachi. The remaining were isolated forgeries, about which nothing is known.

50. The single twenty-rupee note presented appears to belong to those forged in 1883, of which a large number passed into circulation.

51. The most important forgery is that of ₹500 notes. All the six detected belong to the same set; none of them were presented at a Currency Office; but they came to light in various ways: they had passed through several hands, and were sufficiently good imitations to deceive well-to-do native merchants. They were finally all traced back to the village of Ekdil in the Etawah District. The police were successful in detecting the forger and utterers; and Thakur Dass, who was the forger, was sentenced to 14 years' rigorous imprisonment, while the other persons concerned in the forgery and in uttering the forged notes were sentenced to varying terms of imprisonment, two for 14 years, one for 10 years, one for 7 years, and another for 2 years.

It was stated by one of the men that only ten of these notes were forged. Since the close of the year two more notes, at least, of this forgery have come to light, so that there remain two, which are still probably in circulation. Another forged note for ₹500 has also been discovered since the close of the year, and has

been traced back to the Etawah District; but it appears to belong to a clumsier forgery. That case is still under investigation.

REMITTANCES OF SILVER.

52. The following is the detail of silver remittances:—

	₹	
Allahabad to Calcutta	9,82,620	(Whole of this was shroff-marked coin.)
Lahore to Calcutta	19,24,445	Ditto.
Bombay to Calcutta	3,00,00,000	
Bombay to Allahabad	20,00,000	
Bombay to Madras	1,00,00,000	
Bombay to Karachi	61,35,000	
Bombay to Rangoon	50,00,000	
Karachi to Bombay	2,000	Ditto.
Karachi to Lahore	20,00,000	
Calicut to Madras	10,00,000	

TREASURY STATISTICS.

53. The transactions in notes at the several Treasuries in India during 1887-88, 1888-89, and 1889-90 have been as follows:—

	1887-88.	1888-89.	1889-90.
	₹	₹	₹
Receipts from the public in payment of Government dues	9,87,00,135	10,84,77,135	11,91,14,410
Receipts from the public in exchange for silver	3,04,07,155	2,77,18,515	2,90,98,905
Receipts from the public for other notes	26,43,280	27,75,875	25,52,830
TOTAL RECEIPTS	13,17,50,570	13,89,71,525	15,07,66,145
Issues to the public in payment of Government dues	3,94,35,720	4,60,75,250	4,24,04,305
Issues to the public in exchange for silver	3,22,23,720	3,31,94,190	3,59,20,905
Issues to the public for other notes	26,43,280	27,75,875	25,52,830
TOTAL ISSUES	7,43,02,720	8,20,45,315	8,08,78,040

It will be noticed that the amount received from the public in payment of Government dues increases steadily and considerably each year.

54. The total Treasury transactions in notes during the last three years have been as follows (in lakhs of Rupees):—

	1887-88.	1888-89.	1889-90.
Government of India	278	369	423
Central Provinces	40	43	34
Burma	24	21	29
Assam	60	58	58
Bengal	563	539	565
North-Western Provinces and Oudh	181	212	224
Punjab	279	333	326
Madras	291	325	334
Bombay	333	299	317
Hyderabad	11	11	7
	2,060	2,210	2,317

55. Statement IV classifies the Treasuries of the Government of India as follows:—

	1887-88.	1888-89.	1889-90.
Where notes were cashed throughout the year to the extent of the public demand	148	150	159
Where notes were ordinarily cashable, but not always	43	40	33
Where notes were not usually cashable	46	46	46
	237	236	238

56. Statement V shows the proportion of Treasury and Bank balance which in each Province was held in the form of Currency Notes.

Including Reserve Treasuries, the percentage of balances held in notes was:—

	1888.	1889.
Calcutta Circle	33	39
Bombay „	29	36
Madras „	25	15

But if Reserve Treasuries were omitted, the figures would be:—

	1888. Balance in		1889. Balance in		Percentage of Notes.	
	Notes.	Cash.	Notes.	Cash.	1888.	1889.
Calcutta Circle	80,52	82,56	26,54	90,36	27	23
Bombay „	12,91	65,60	13,71	70,05	16	16
Madras „	14,98	73,99	14,51	80,89	17	15

RECEIPTS AND EXPENDITURE.

57. The figures of expenditure given in Statement III are only approximate, as the accounts for 1889-90 are not yet closed. The actual expenditure in 1888-89 was more by ₹ 1,516 than the approximate figure given in last year's Report; details of the difference are given in the foot-note to Statement III. The charges for 1889-90 exceed those for 1888-89 by ₹ 24,850; this increase is entirely due to the difference under the cost of note forms, the cost of a larger number having been adjusted in 1889-90.

Statement

Statement of the Value of Government Currency Notes in

No. I.

circulation throughout India during 1889-90 and previous years.

Date.	Calcutta.		Allahabad.		Lahore.		Bombay.		Karachi.	
	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
March 1889	6,67,07,095		65,86,950		85,14,530		5,03,27,005		41,18,130	
April „	6,68,80,925	+ 1,73,830	60,10,725†	— 5,76,225	90,78,510*	+ 5,63,980	5,15,55,850	+ 12,28,845	46,12,605	+ 4,94,475
May „	6,62,53,525	— 6,27,400	72,86,845	+ 12,76 120	85,79,385	—4,99,125	4,90,96,830	—24,59,020	44,28,355	—1,84,250
June „	6,73,96,205	+ 11,42,680	90,79,555*	+ 17,92,710	87,46,060	+ 1,66,675	5,19,55,915	+ 28,59,085	38,88,125	—5,40,230
July „	6,67,45,760	— 6,50,445	73,45,380	—17,34,175	85,24,615	—2,21,445	5,45,70,230	+ 26,14,315	46,09,505	+ 7,21,380
August „	6,01,30,845†	— 66,14,915	85,82,270	+ 12,36,890	88,59,265	+ 3,34,650	5,76,58,920	+ 30,88,690	44,11,555	—1,97,950
September „	6,27,50,745	+ 26,19,900	87,14,165	+ 1,31,895	84,00,975	—4,58,290	5,14,62,820	—61,96,100	47,12,850*	+ 3,01,295
October „	6,44,96,095	+ 17,15,350	81,63,335	— 5,50,830	86,92,415	+ 2,91,440	5,74,11,820	+ 59,49,000	38,66,200	—8,46,650
November „	6,45,67,030	+ 70,935	86,72,455	+ 5,09,120	81,75,990	—5,16,425	5,83,58,905*	+ 9,47,085	38,24,150	—42,050
December „	6,54,81,515	+ 9,14,485	84,04,945	— 2,67,510	77,70,365†	—4,05,625	4,48,18,855	—35,40,050	36,68,585	—1,55,565
January 1890	6,56,57,855	+ 1,76,340	74,95,500	— 9,09,445	80,76,415	+ 3,06,050	5,09,37,020	+ 61,18,165	35,59,405†	—1,09,180
February „	6,28,76,830	—27,81,025	78,99,160	+ 4,03,660	82,48,205	+ 1,71,790	5,33,07,135	+ 23,70,115	39,07,905	+ 3,48,500
March „	6,74,03,870*	+ 45,27,040	74,58,390	— 4,40,770	90,10,060	+ 7,61,855	4,46,87,710†	—86,19,425	40,12,620	+ 1,04,715
Total	78,06,41,200		9,51,12,725		10,21,62,260	.....	62,58,22,010		4,95,01,860	
				Average for each	year from 1862-63.					
1862-63	2,42,30,000	.....	.....	.....	.....	.....	1,58,28,571	.....	... ..	
1863-64	2,49,50,000	.....	.....	.....	.....	.....	2,07,25,000	.....	.....	
1864-65	2,80,55,141	.....	11,39,468	.....	7,81,033	.....	3,26,00,958	.....	.....	
1865-66	2,90,43,282	.....	25,61,730	.....	29,51,182	.....	3,50,64,905	.....	9,08,721	
1866-67	2,83,91,438	.....	25,93,184	.....	25,00,558	.....	4,80,41,935	.....	10,13,765	
1867-68	2,93,11,382	.....	32,48,513	.....	24,05,652	.....	4,95,18,959	.....	15,90,835	
1868-69	3,96,45,643	.....	33,74,186	.....	25,81,546	.....	4,59,48,670	.....	19,67,010	
1869-70	4,14,57,428	.....	30,97,881	.....	22,52,897	.....	4,92,93,254	.....	24,73,060	
1870-71	3,50,93,392	.....	41,34,122	.....	26,74,301	.....	4,4[illegible]51,094	.....	22,59,591	
1871-72	4,30,33,469	.....	36.60,324	.....	52,34,625	—...	4,77,36,435	.....	22,33,014	
1872-73	4,78,04,952	...	52,18,260	.....	47,59,828	.....	5,63,13,434	.....	20,30,310	
1873-74	4,70,29,742	.....	73,86,899	.....	47,77,161	.....	3,56,37,322	.....	21,97,823	
1874-75	4,84,38,619	.....	62,57,664	.....	53,43,460	.....	3,27,94,374	.....	17,28,919	
1875-76	4,93,96,846	.....	69,97,957	.....	66,21,276	.....	3,33,00,831	.....	17,87,612	
1876-77	4,99,71,204	.....	72,07,479	.....	62,40,332	.....	3,51,10,793	.....	18,40,533	
1877-78	6,13,25,010	.....	54,65,639	.. ...	54,70,648	.....	3,90,98,730	.....	21,98,696	
1878-79	6,43,65,560	.....	63,73,527	.....	48,60,418	.....	3,67,78,984	.....	25,13,693	
1879-80	6,26,55,985	.....	47,91,777	.....	65,49,450	.....	3,65,20,379	.....	26,72,268	
1880-81	6,54,05,717	.....	53,48,142	.....	92,54,536	.....	3,81,54,498	.....	34,61,504	
1881-82	6,43,82,370	.....	72,19,658	.....	81,32,364	... ..	3,69,68,543	.. ...	33,30,384	
1882-83	7,15,64,195	.....	84,15,813	.....	78,45,178	.....	4,59,01,757	.....	32,37,773	
1883-84	6,12,93,062	.....	69,21,029	.....	76,69,764	.....	3,90,17,564	... ..	29,98,733	
1884-85	6,57,43,221	.....	75,99,019	.....	78,99,231	.....	4,44,12,529	.....	30,89,570	
1885-86	6,06,33,913	.....	63,15,686	.....	77,28,230	.....	4,99,05,960	.....	46,00,707	
1886-87	5,72,39,275	.....	77,81,407	.....	83,09,917	.....	4,29,10,249	.....	49,99,546	
1887-88	6,21,17,981	.....	88,36,324	.....	91,53,344	.....	5,17,61,125	.....	47,59,004	
1888-89	6,60,77,552	.....	84,06,225	.....	85,39,256	.....	5,41,97,663	.....	40,15,679	
1889-90	6,50,53,434	.. ...	79,26,061	.....	85,13,522	.....	5,21,51,834	.....	41,25,155	
Increase (+) or decrease (—) in 1889-90 as compared with 1888-89	—10,24,118	.....	— 4,80,164	.....	—25,734	.....	—20,45,829	... ..	+ 1,09,476	
Percentage on average circulation, 1888-89	— 1·549	.....	— 5 712	.....	—·301	.....	—3·774	.....	+ 2·726	

Date.	Madras.		Calicut.		Rangoon.		Total.	
	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.
	₹	₹	₹	₹	₹	₹	₹	₹
March 1889	1,71,58,985		11,39,515		28,25,925		15,73,78,135	
April „	1,71,94,930	+ 35,945	10,22,180	— 1,17,335	18,97,480†	—9,28,445	15,82,53,205	+ 8,75,070
May „	1,82,88,030	+ 10,93,100	14,29,695	+ 4,07,515	23,02,975	+ 4,05,495	15,76,65,640	—5,87,565
June „	1,69,79,110†	—13,08,920	14,86,190	+ 56,495	28,98,890	+ 5,95,915	16,24,30,050	+ 47,64,410
July „	1,85,84,770	+ 16,05,660	17,77,850*	+ 2,91,660	27,93,020	—1,05,870	16,49,51,130	+ 25,21,080
August „	1,81,99,800	— 3,84,970	15,23,055	— 2,54,795	21,57,800	—6,35,220	16,15,23,510	—34,27,620
September „	2,10,46,000	+ 28,46,200	15,09,065	— 13,990	27,84,275	+ 6,26,475	16,13,80,895	—1,42,615
October „	1,90,57,805	—19,88,695	17,13.160	+ 2,04,095	28,97,775	+ 1,13,500	16,62,98,105	+ 49,17,210
November „	1,90,90,820	+ 33,515	14,90,060	— 2,23,100	24,98,195	—3,99,580	16,66,77,605*	+ 3,79,500
December „	1,97,70,530	+ 6,79,710	10,75,995	— 4,14,065	36,73,940*	+ 11,75,745	15,46,64,730†	—1,20,12,875
January 1890	2,30,53,305	+ 32,82,775	10,48,315	— 27,680	30,66,240	—6,07,700	16,28,94,055	+ 82,29,325
February „	2,36,48,360*	+ 5,95,055	9,84,370†	— 63,945	28,50,865	—2,15,375	16,37,22,830	+ 8.28,775
March „	2,11,80,235	—24,68,125	11,01,535	+ 1,17,165	28,63.385	+ 12,520	15,77,17,805	—60,05,025
Total	23,60,93,195	.....	1,61,61.470	.....	8,26,84,840		1,93,81,79,560	
1862-63	41,35,714	.....	.....	.....	.....	.....	4,41,94,385	
1863-64	66,50,000	... ..	.....	.....	.....	.....	5,23,25,000	
1864-65	61,81,761	.....	61,755	.....	.....	.....	6,88,20,116	
1865-66	63,07,003	.....	4,21,160	.....	.....	.....	7,72,57,983	
1866-67	67,97,750	.....	5,54,519	.....	.....	.....	8,98,93,179	
1867-68	62,19,398	.....	5,56,109	.....	.....	.....	9,28,50,848	
1868-69	71,21,806	.....	8,16,466	.....	.....	.....	10,14,55,327	
1869-70	73,46,017	.... .	7,70,240	.....	.....	.....	10,66,90,777	
1870-71	87,56,821	... ..	8,63,419	.....	.....	.....	9,81,32,240	
1871-72	1,10,63,042	.....	11,96,533	.....	.....	.....	11,41,57,442	
1872-73	1.07,03,116	.....	18,10,467	.....	.....	.....	12,86,40,267	
1873-74	1,22,14,342	...	22,08.618	.....	.....	.....	11,14,52,907	
1874-75	99,92,176	.....	21,48,859	.....	.....	.....	10,67,04,071	
1875-76	1,28,83,331	.....	25,38,768	.....	.....	.....	11,35,26,621	
1876-77	1,36,59,999	.....	20,86,198	.....	.....	.....	11,64,16,538	
1877-78	1,67,54,482	.....	21,89,267	.....	.....	.....	13,25,02,472	
1878-79	1,52,45,985	.....	17,66,917	.....	.....	.....	13,19,05,084	
1879-80	1,29,92,638	.....	18,00,536	.....	.....	.....	12,79,83,033	
1880-81	1,35,26,580	... .	14,78,877	.....	.....	.....	13,66,29,354	
1881-82	1,34,77,339	.....	15,35,584	.....	.....	.....	13,50,46,242	
1882-83	1,34,72,861	.....	13,69,536	.....	.....	.....	15,18,07,118	
1883-84	1,39,21,985	.....	10,43,825	.....	10,03,295	.....	13,38,69,257	
1884-85	1,33,48,674	.....	12,59,258	.....	20,55,743	.....	14,54,07,275	
1885-86	1,40,74,261	.....	12,12,091	.....	29,31,184	.....	14,71,02,032	
1886-87	1,60,49,242	.....	13,28,140	.....	33,93,174	.....	14,20,10,950	
1887-88	1,80,20,491	... ..	11,46,155	.....	58,22,866	.....	16,16,23,290	
1888-89	1,82,82,918	.....	11,23,509	.....	36,73,487	.....	16,43,16,288	
1889-90	1,96,74,433	.....	13,46,789	.....	27,23,737	.....	16,15,14,963	
Increase (+) or decrease (—) in 1889-90 as compared with 1888-89	+13,91,515	.....	+ 2,23,280	.....	—9,49,750	.....	—28,01,325	
Percentage on average circulation, 1888-90	+ 7 611	.....	+ 19 873	.....	—25·854	.....	—1·704	

* Highest.

† Lowest

Statement

Statement of Notes issued, received

Circle.	Nature of Work.	5 Rupees.		10 Rupees.		20 Rupees.		50
		No.	Value.	No.	Value.	No.	Value.	No.
			₹		₹		₹	
Calcutta	Notes issued.	144,606	7,23,030	2,568,882	2,56,88,820	160,124	32,02,480	163,142
Allahabad	,,	10,071	50,355	44,248	4,42,480	26,858	5,37,160	18,298
Lahore	,,	20,085	1,00,425	71,506	7,15,060	49,266	9,85,320	33,818
Bombay	,,	512,803	25,64,015	1,177,702	1,17,77,020	162,965	32,59,300	115,481
Karachi	,,	4,525	22,625	51,290	5,12,900	20,485	4,09,700	9,825
Madras	,,	98,238	4,91,190	158,935	15,89,350	82,816	16,56,320	63,735
Calicut	,,	11,213	56,065	10,258	1,02,580	5,783	1,15,660	6,479
Rangoon	,,	49,073	2,45,365	66,614	6,66,140	24,661	4,93,220	14,570
Total		850,614	42,53,070	4,149,435	4,14,94,350	532,958	1,06,59,160	425,348
Percentage on Total Issues		11·47	...	55·97	...	7·19	...	5·74
		...	·46	...	4·44	...	1·14	...
Calcutta	Notes received.	155,743	7,78,715	2,606,377	2,60,63,770	163,785	32,75,700	164,467
Allahabad	,,	9,632	48,160	41,943	4,19,430	25,931	5,18,620	17,264
Lahore	,,	16,421	82,105	68,324	6,83,240	47,472	9,49,440	33,448
Bombay	,,	488,846	24,44,230	1,134,381	1,13,43,810	157,614	31,52,280	117,070
Karachi	,,	3,933	19,665	40,129	4,01,290	17,374	3,47,480	9,067
Madras	,,	95,491	4,77,455	148,559	14,85,590	83,302	16,66,040	64,920
Calicut	,,	12,072	60,360	10,558	1,05,580	5,814	1,16,280	6,203
Rangoon	,,	48,331	2,41,655	64,602	6,46,020	25,318	5,06,360	14,654
Total		830,469	41,52,345	4,114,873	4,11,48,730	526,610	1,05,32,200	427,093
Percentage on Total Receipts		11·33	...	56·13	...	7·19	...	5·82
		...	·44	...	4·41	...	1·13	...
Calcutta	Notes cancelled.	124,694	6,23,470	1,792,537	1,79,25,370	108,286	21,65,720	113,031
Allahabad	,,	9,433	47,165	41,588	4,15,880	25,876	5,17,520	17,162
Lahore	,,	13,711	68,555	58,668	5,86,680	42,044	8,40,880	32,002
Bombay	,,	279,253	13,96,265	642,638	64,26,380	97,299	19,45,980	86,868
Karachi	,,	3,831	19,155	87,922	8,79,220	16,815	3,36,300	8,522
Madras	,,	94,466	4,72,330	147,041	14,70,410	80,552	16,11,040	62,186
Calicut	,,	11,857	59,285	10,388	1,03,880	5,698	1,13,960	5,994
Rangoon	,,	32,911	1,64,555	45,046	4,50,460	18,117	3,62,340	10,355
Total		570,156	28,50,780	2,775,828	2,77,58,280	394,687	78,93,740	336,120
Percentage on Total Cancellations		10·96	...	53·35	...	7·58	...	6·46
		...	·59	...	5·76	...	1·64	...
Percentage on Total Cancellations on Receipts		68·65	...	67·46	...	74·95	...	78·70

Abstract of all Circles

Year.	Notes Issued.	
	No.	Value.
		₹
1861-62	367,200	4,20,00,000
1862-63	295,015	2,52,55,500
1863-64	886,201	4,72,01,000
1864-65	598,260	4,53,00,110
1865-66	960,150	10,10,04,920
1866-67	1,968,688	26,80,12,150
1867-68	2,790,745	38,06,49,710
1868-69	3,117,050	44,00,73,020
1869-70	3,396,828	49,34,48,480
1870-71	3,855,477	56,63,62,620
1871-72	4,045,118	62,25,21,200
1872-73	4,480,446	57,39,09,525
1873-74	4,915,365	61,69,24,575
1874-75	5,145,682	68,25,78,760
1875-76	5,325,790	62,69,70,815
1876-77	5,777,514	78,77,51,185
1877-78	6,251,704	99,52,50,980
1878-79	5,853,587	86,09,06,930
1879-80	6,252,415	81,51,93,855
1880-81	6,731,153	85,23,94,490
1881-82	6,066,875	71,68,22,915
1882-83	6,417,898	73,71,65,755
1883-84	6,828,374	67,02,69,920
1884-85	6,014,915	73,99,22,015
1885-86	6,610,519	76,10,25,730
1886-87	6,787,250	74,12,56,165
1887-88	7,234,682	83,20,40,665
1888-89	7,415,524	90,39,02,285
1889-90	7,413,571	93,41,95,680

No. II.

and cancelled during 1889-90.

Rupees.	100 Rupees.		500 Rupees.		1,000 Rupees.		10,000 Rupees.		Total.	
Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
₹		₹		₹		₹		₹		₹
81,57,100	404,032	4,04,03,200	76,021	3,80,10,500	145,550	14,55,50,000	9,405	9,40,50,000	3,671,762	35,57,85,130
9,14,900	25,706	25,70,600	3,698	18,49,000	9,814	98,14,000	525	52,50,000	139,218	2,14,28,495
16,90,900	43,818	43,81,800	11,141	55,70,500	9,207	92,07,000	2,036	2,03,60,000	240,877	4,30,11,005
57,74,050	192,020	1,92,02,000	13,003	65,01,500	75,169	7,51,69,000	20,199	20,19,90,000	2,269,342	32,62,36,885
4,91,250	12,292	12,29,200	1,234	6,17,000	4,611	46,11,000	193	19,30,000	104,455	98,23,675
31,86,750	273,388	2,73,38,800	36,146	1,80,73,000	31,278	3,12,78,000	5,300	5,30,00,000	749,836	13,66,13,410
3,23,950	14,045	14,04,500	594	2,97,000	482	4,82,000	216	21,60,000	49,070	49,41,755
7,28,500	24,686	24,68,600	2,413	12,06,500	4,377	43,77,000	2,617	2,61,70,000	189,011	3,63,55,325
2,12,67,400	989,987	9,89,98,700	144,250	7,21,25,000	280,488	28,04,88,000	40,491	40,49,10,000	7,413,571	93,41,95,680
...	13·35	...	1·95	...	3·78	...	·55	...	100	...
2·28	...	10·60	...	7·72	...	30·02	...	43·34	...	100
82,23,350	401,884	4,01,88,400	74,979	3,74,89,500	145,192	14,51,92,000	9,381	9,38,10,000	3,721,808	35,56,21,485
8,63,200	24,833	24,83,300	3,699	18,49,500	10,321	1,03,21,000	403	40,30,000	134,026	2,05,33,210
16,72,400	41,520	41,52,000	10,296	51,48,000	8,982	89,82,000	2,064	2,06,40,000	228,527	4,23,09,185
58,53,500	190,551	1,90,55,100	12,693	63,46,500	76,597	7,65,97,000	20,771	20,77,10,000	2,198,523	33,25,02,420
4,53,350	12,105	12,10,500	1,310	6,55,000	4,500	45,00,000	220	22,00,000	88,638	97,87,285
32,46,000	259,122	2,59,12,200	35,990	1,79,95,000	30,685	3,06,85,000	5,091	5,09,10,000	723,160	13,23,77,285
3,10,150	12,459	12,45,900	589	2,94,500	485	4,85,000	234	23,40,000	48,414	49,57,770
7,32,700	24,851	24,85,100	2,636	13,18,000	4,629	46,29,000	2,575	2,57,50,000	187,596	3,63,08,835
2,13,54,650	967,325	9,67,32,500	142,192	7,10,96,000	281,391	28,13,91,000	40,739	40,73,90,000	7,330,692	93,37,97,425
...	13·20	...	1·94	...	3·84	...	·55	...	100	...
2·29	...	10·36	...	7·61	...	30·13	...	43·63	...	100
56,51,550	315,957	3,15,95,700	64,352	3,21,76,000	97,359	9,73,59,000	1,531	1,53,10,000	2,617,747	20,28,06,810
8,58,100	24,634	24,63,400	3,599	17,99,500	6,479	64,79,000	141	14,10,000	128,912	1,39,90,565
16,00,100	40,203	40,20,300	10,253	51,26,500	8,380	83,80,000	523	52,30,000	205,784	2,58,53,015
43,43,400	134,289	1,34,28,900	10,951	54,75,500	46,228	4,62,28,000	4,691	4,69,10,000	1,302,217	12,61,54,425
4,26,100	11,146	11,14,600	1,306	6,53,000	2,251	22,51,000	220	22,00,000	82,013	73,79,375
31,09,300	249,335	2,49,33,500	31,839	1,59,19,500	23,063	2,30,63,000	2,084	2,08,40,000	690,566	9,14,19,080
2,99,700	12,163	12,16,300	565	2,82,500	458	4,58,000	196	19,60,000	47,319	4,93,625
5,17,750	18,111	18,11,100	1,599	7,99,500	2,079	20,79,000	338	33,80,000	128,556	95,64,705
1,68,06,000	805,838	8,05,83,800	124,464	6,22,32,000	186,297	18,62,97,000	9,724	9,72,40,000	1,203,114	48,16,61,600
...	15·49	...	2·39	...	3·58	...	·19	...	100	...
3·49	...	16·73	...	12·92	...	38·68	...	20·19	...	100
...	83·30	...	87·53	...	66·20	...	23·87	...	70·98	51·58

from 1861-62 to 1889-90.

Notes Received.		Notes Cancelled.	
No.	Value.	No.	Value.
2,000	₹ 10,00,000	...	₹ ...
82,820	1,49,55,500	52,520	1,10,05,500
248,582	4,17,01,000	240,478	3,74,51,000
253,708	3,37,69,900	214,290	3,15,66,660
854,111	9,98,39,180	386,174	3,90,71,620
1,917,381	25,36,97,220	831,631	7,50,95,040
2,424,319	30,72,64,270	998,679	10,85,26,500
2,936,353	44,69,90,180	1,553,433	14,25,85,600
3,353,591	48,70,24,340	1,906,794	22,30,04,250
3,728,082	56,66,28,810	2,005,842	24,79,56,750
3,813,861	60,48,10,940	1,894,516	25,64,60,160
4,194,129	59,96,88,825	2,150,039	25,00,27,590
4,620,018	62,64,55,900	2,565,830	26,20,42,890
4,762,530	63,66,57,570	3,094,093	28,68,65,125
5,269,541	62,17,81,655	3,500,388	29,62,56,840
5,702,046	77,87,26,475	3,661,384	37,89,18,425
6,120,202	96,25,97,735	4,399,755	45,50,76,735
6,036,955	90,75,19,920	4,115,911	42,84,16,310
6,067,688	80,79,23,265	3,889,150	35,31,49,630
6,625,815	84,04,84,390	4,172,534	38,61,13,350
5,964,017	71,09,97,175	3,855,555	37,95,01,280
6,164,817	73,16,24,485	4,344,957	43,60,02,315
6,769,657	68,93,02,090	4,710,289	42,04,58,825
6,692,313	72,12,80,855	5,137 324	43,21,77,545
6,531,341	76,55,44,465	4,756,480	42,79,28,465
6,657,354	74,47,96,640	4,856,427	42,80,60,590
6,873,377	80,55,70,115	4,882,465	46,06,32,630
7,365,395	91,17,66,030	5,121,223	48,37,09,505
7,330,692	93,37,97,425	5,203,114	48,16,61,600

Statement

Statement of Receipts and Expenditure of the Department

	Calcutta.	Allahabad.	Lahore.
	₹ a. p.	₹ a. p.	₹ a. p.
RECEIPTS.			
1889-90. Interest realized on Government Securities	10,58,616 12 4	1,05,820 0 0	1,36,799 0 0
SUNDRY CASH RECEIPTS.			
Miscellaneous	643 9 9	173 1 6	210 5 8
Premium realized on Bills	.....	.....	.....
Value of unclaimed Currency Notes	.....	690 0 0	1,080 0 0
	10,59,260 6 1	1,06,683 1 6	1,38,089 5 8
DISBURSEMENTS.			
Salaries	18,354 1 11	.....	3,476 15 5
Establishment	75,159 2 8	11,263 7 7	9,421 14 0
Temporary Establishment	6,844 11 0	510 0 0	.....
Charges for Remittances	.....	.....	.....
Stationery	816 11 9	6 5 0	.....
Printing Charges	2,243 9 11	385 11 9	418 5 2
Service Telegrams	247 11 0	103 4 0	149 13 0
Purchase of Service Stamps	778 11 6	305 0 0	381 0 0
House, Lighting, Police, and Water Rate	6,487 8 0	.....	76 13 0
Cost of Note Forms	88,461 5 4	.....	.....
One-third freight on Europe Stores	13 14 0	.....	.....
Pensions and Gratuities	4,959 7 0	1,548 0 0	100 0 0
Cost of Repairs, &c., to Currency Buildings	5,379 0 0	.....	429 0 0
Cost of Chests, Bags, and Locks	.....	751 12 6	309 1 5
Contingencies	5,969 0 7	738 6 8	1,219 15 0
Travelling Allowances	97 5 0	39 2 0	.....
Dead Stock, Cost of Office Furniture	452 0 6	40 6 0	.....
TOTAL DISBURSEMENTS DURING 1889-90	2,16,264 4 2	15,691 7 6	15,982 13 0
PROFIT	8,42,996 1 11	90,991 10 0	1,22,106 8 8

ABS

	Calcutta.	Allahabad.	Lahore.
	₹ a. p.	₹ a. p.	₹ 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	12,35,775 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
1889-90	10,59,260 6 1	1,06,683 1 6	1,38,089 5 8
TOTAL	2,62,07,296 1 1	22,75,346 14 7	26,56,777 12 4
DISBURSEMENTS.			
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	17,589 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	1,65,162 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	2,77,996 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 [illegible]	21,174 6 1
1889-90	2,16,264 4 2	15,691 7 6	15,982 13 0
TOTAL	56,56,044 10 6	5,15,634 15 8	4,29,670 4 9
PROFIT	2,05,51,251 6 7	17,59,711 14 11	22,27,107 7 7

The following are the Circles in which the Final Disbursements

Calcutta Approximate	1,84,911 12 7
„ Final	1,85,976 5 7
Lahore Approximate	21,174 6 1
„ Final	21,588 3 1
Karachi Approximate	6,213 3 1
„ Final	6,218 3 1
Madras Approximate	41,881 13 3
Final	41,914 11 2

Final Increase as compared

No. III.

of Issue of Paper Currency for the year 1889-90.

Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	TOTAL.
₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
7,86,736 0 0	62,664 0 0	2,98,920 0 0	17,330 0 0	33,405 0 0	25,00,290 12 4
591 0 3	159 6 8	539 7 9	.....	.....	2,316 15 7
937 0 0	.....	.....	.....	.....	937 0 0
645 0 0	130 0 0	1,170 0 0	.....	.....	3,715 0 0
7,88,909 0 3	62,953 6 8	3,00,629 7 9	17,330 0 0	33,405 0 0	25,07,259 11 11
10,050 10 11	1,200 0 0	.....	1,200 0 0	.....	34,281 12 3
55,581 14 5	4,837 0 0	17,580 13 0	3,243 8 2	16,644 13 7	1,93,732 9 5
1,261 14 11	.....	695 12 1	.....	1,512 7 2	10,824 13 2
246 1 6	95 7 0	.....	269 12 0	.....	611 4 6
827 0 6	30 11 11	336 13 7	44 14 9	.....	2,062 9 6
1,728 13 4	36 4 3	385 9 6	.....	.....	5,198 5 11
195 14 0	81 9 0	86 15 0	35 4 0	317 10 0	1,218 0 0
530 10 0	250 7 0	261 6 0	115 5 6	60 0 0	2,682 8 0
706 1 1	...	.....	.....	.....	7,270 6 1
.....	.....	19,966 14 8	756 8 0	.....	1,09,184 12 0
14 13 4	.....	7 15 1	.....	.....	36 10 5
1,249 3 1	.....	2,099 1 11	498 0 0	.....	10,453 12 0
1,746 0 11	.....	.....	.....	.....	7,554 0 11
80 0 0	70 0 0	15 0 6	.....	.....	1,225 14 5
3,286 10 10	155 3 3	1,255 0 0	69 0 9	931 13 7	13,625 2 8
567 0 0	25 4 0	89 1 0	20 6 0	21 0 0	859 2 0
840 0 0	74 13 0	299 9 7	56 2 0	353 4 0	2,116 11 1
78,913 4 10	6,856 11 5	43,079 15 11	6,308 13 2	19,841 0 4	4,02,938 6 4
7,09,995 11 5	56,096 11 3	2,57,549 7 10	11,021 2 10	13,563 15 8	21,04,321 5 7

TRACTS.

Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	TOTAL.
₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ 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	1,1[illegible],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	1,10,676 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	39,143 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	.....	24,49,647 12 3
6,52,369 0 4	47,607 0 0	2,51,697 8 0	27,938 0 0	.....	23,95,495 12 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	2,20,031 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	2,44,696 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
7,88,909 0 3	62,953 6 8	3,00,629 7 9	17,330 0 0	33,405 0 0	25,07,259 11 11
1,86,45,727 1 3	11,50,529 0 0	57,12,885 10 9	5,70,495 7 9	2,20,702 0 0	5,74,39,759 15 9
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	.....	2,85,394 9 5
98,551 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 8	35,306 1 0	5,568 2 3	.....	3,35,327 11 2
86,264 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	49,148 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	14,996 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
78,913 4 10	6,856 11 5	43,079 15 11	6,308 13 2	19,841 0 4	4,02,938 6 4
38,08,506 14 10	1,89,240 7 5	12,00,270 15 0	1,60,845 6 11	1,08,096 1 1	1,20,68,309 12 2
1,48,37,220 2 5	9,61,288 8 7	45,12,614 11 9	4,09,650 0 10	1,12 605 14 11	4,53,71,450 3 7

differed from approximate figures reported in 1888-89:—

1,064 9 0

413 13 0 1,478 6 0

5 0 0

[illegible]13 11 37 13 11

1,416 8 11

Statement 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.					
Ajmere. Beluchistan. Bhopal. Sambhar.		Coorg. Indore. Nowgong (Bd.)	4	0	3
Central Provinces.					
Balaghat. Betul. Bhandara. Chanda. Damoh. Hoshangabad. Mandla. Nagpur. Narsingpur. Nimar. Sangor.	Bilaspur. Chindwara. Jubbulpur. Raipur. Sambalpur. Seoni. Wardha.		11	7	0
Burma.					
Bassein. Henzadah. Kyoukphyoo. Maubin. Mergui. Pegu. Prome. Sandoway. Shwegin. Tavoy. Tharrawaddy.	Mandalay. Minbu. Myingyan. Pokkoku. Pyinmana. Sagaing. Thayetmyo. Tounghoo.	Bhamo. Fort Stedman. Katha. Kindat. Kyaukse. Magwe. Meiktila. Mogok. Monywa. Shwebo. Yemethin Yeu.	11	8	12
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. Chumparun. Cuttack. Dacca. Dinagepore. Doomka. Durbhunga. Furreedpore. Gya. Hazaribagh. Hooghly. Howrah. Jessore. Julpaiguri. Khoolna. Lohardugga. Maldah. Midnapore. Monghyr. Mozufferpore. Murshedabad. Mymensing. Noakhally. Nuddea. Patna. Pubna. Puri. Purneah. Rajshahye. Rungpur. Sarun. Shahabad. Singbhoom. Tipperah. 24-Pergunnahs.		Darjeeling. Manbhoom.	42	0	2
N.-W. P. & Oudh.					
Aligarh. Badaun. Ballia. Banda. Bara Banki. Bareilly. Bijnor. Cawnpore. Etah. Faizabad. Farukhabad. Fatehpur. Ghazipur. Gorakhpur. Gonda. Hamirpur. Hardoi. Jaunpur. Jhansi. Kheri. Lalitpur. Lucknow. Mainpuri. Mathura. Meerut. Moradabad. Mirzapore. Muzaffarnagar. Partabgarh. Rae Bareli. Rurki. Shahjahanpur. Saharanpur. Sultanpur.	Allahabad. Azamgarh. Bahraich. Basti. Bulandshahr. Etawah. Jalaun. Pilibhit. Sitapur. Unao.	Agra. Benares. Dehra Dun. Naini Tal.	34	10	4
Punjab.					
Amritsar. Bannu. Gurdaspur. Gujranwala. Gujrat. Gurgaon. Hazara. Hissar. Hoshiarpur. Jhang. Jhelum. Jullundur. Kangra. Karnal. Kohat. Ludhiana. Montgomery. Multan. Muzaffargarh. Peshawar Rawalpindi. Shahpur. Sialkot. Simla. Umballa	Ferozepore. Rohtak.	Dera Ghazi Khan. Dera Ismail Khan.	25	2	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.	184	0	2
Hyderabad.					
		Akola. Amraoti. Basim. Buldana. Ellichpur. Wun.	0	0	6
		TOTAL	159	38	46
		TOTAL OF A, B, C.	238		

Statement No. V.

Statistics of Treasury and other Balances on 31st December 1889.

	Total. Cash.	Total. Notes.	Total. Total.	Percentage of Notes. Decr. 1889	Percentage of Notes. Decr. 1888.	Denominations of Notes. Foreign Circle Notes.	Rs10,000.	Rs1,000.	Rs500.	Rs100.	Rs50.	Rs20.	Rs10.	Rs5.
Treasuries and Branch Banks.														
Calcutta Circle	97,00,207	62,89,865	1,59,90,072	39	33	30,950	35,40,000	5,27,000	4,09,000	9,71,600	2,88,800	1,17,320	3,72,650	32,545
Allahabad „	1,17,39,923	20,44,855	1,37,84,778	15	11	8,81,565	2,70,000	3,62,000	1,24,000	1,64,700	1,05,850	68,240	50,060	13,440
Lahore „	76,32,704	15,44,030	91,76,734	17	19	2,02,970	1,50,000	4,24,000	2,57,500	2,16,300	1,15,450	82,000	62,810	33,000
Bombay „	70,05,008	40,25,485	1,10,30,493	36	29	59,410	18,50,000	5,12,000	3,56,500	5,88,300	2,52,300	1,54,300	2,14,380	38,295
Nagpur „	35,46,908	3,07,430	38,54,338	8	10	45,885	...	26,000	48,000	1,08,200	37,000	10,700	28,360	3,285
Karachi „	6,68,200	7,63,420	14,31,620	53	38	25,255	2,00,000	3,06,000	42,000	76,900	43,400	27,460	38,330	4,075
Madras „	86,51,346	14,75,335	1,01,26,681	15	25	94,345	10,000	1,98,000	1,64,500	7,01,000	1,34,650	63,880	86,950	22,010
Calicut „	16,91,596	5,65,830	22,57,426	25	17	3,43,075	...	4,000	4,000	1,82,200	14,650	7,320	7,340	3,245
Central India „	16,67,069	1,73,150	18,40,239	9	14	2,510	...	42,000	15,500	59,600	23,600	9,320	14,060	6,060
Burma Circle „	25,60,588	11,09,665	36,70,253	30	16	34,060	8,70,000	44,000	25,500	50,700	33,850	18,060	21,490	12,015
	5,48,63,569	1,82,99,065	7,31,62,634	25	22	17,20,025	68,90,000	24,45,000	14,46,500	31,19,500	10,49,550	5,59,100	8,96,420	1,72,970
Presidency Banks—Head Offices.														
Bank of Bengal	4,15,523	67,97,965	72,13,488	94	91	49,84,060	...	7,09,000	4,81,000	2,82,700	1,23,100	55,660	1,52,360	10,085
Do. of Bombay	7,13,281	33,45,865	40,59,146	82	85	23,450	5,90,000	19,70,000	2,65,500	1,80,300	88,250	24,900	1,88,190	15,275
Do. of Madras	8,59,762	12,98,880	21,58,642	60	51	10,460	1,80,000	5,19,000	1,73,500	3,23,600	36,300	15,060	37,150	3,810
	19,88,566	1,14,42,710	1,34,31,276	85	88	50,17,970	7,70,000	31,98,000	9,20,000	7,86,600	2,47,650	95,620	3,77,700	29,170

Statement No. VI.

Issues and Receipts of Home Notes at each Circle.

	Circles.								Total.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	
Circulation on 1st April 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
ISSUES.									
Over the Counter	31,08,04,860	1,75,03,495	2,04,83,295	30,32,57,225	94,73,675	9,84,26,160	49,41,755	3,46,37,415	79,95,27,880
At Agencies	7,10,000	...	91,11,500	6,66,515	...	7,20,250	...	97,360	1,13,05,625
In Remittance Transactions — Between Head Office and Agencies	11,97,000	...	...	1,09,19,000	...	82,94,000	...	7,20,550	2,11,30,550
In Remittance Transactions — Between Circles	4,30,73,270	39,25,000	1,34,16,210	1,13,94,145	3,50,000	2,91,73,000	...	9,00,000	10,22,31,625
Total Issues	35,57,85,130	2,14,28,495	4,30,11,005	32,62,36,885	98,23,675	13,66,13,410	49,41,755	3,63,55,325	93,41,95,680
Total of Balance and Issues	42,29,32,555	2,82,29,460	5,20,91,130	37,75,95,400	1,40,03,075	15,39,97,535	61,43,160	3,91,99,635	1,09,41,91,950
RECEIPTS.									
Over the Counter	30,13,85,545	1,03,88,915	1,79,87,835	17,50,33,820	58,63,950	11,16,49,390	11,72,445	3,06,88,145	65,41,70,045
At Agencies	2,86,000	...	3,32,000	7,19,000	...	7,97,250	...	...	21,34,250
For Mint Certificates	...	...	...	7,22,07,000	...	...	...	...	7,22,07,000
From other Currency Circles	94,88,890	76,59,295	96,45,885	2,60,00,100	37,23,335	86,30,645	37,85,325	13,96,690	7,03,30,165
In Remittance Transactions — Between Head Office and Agencies	15,01,000	...	...	63,50,500	...	...	...	4,63,000	83,14,500
In Remittance Transactions — Between Circles	4,23,60,000	24,85,000	1,43,43,465	5,21,92,000	2,00,000	1,13,00,000	...	37,61,000	12,66,41,465
Total Receipts	35,50,21,435	2,05,33,210	4,23,09,185	33,25,02,420	97,87,285	13,23,77,285	49,57,770	3,63,08,835	93,37,97,425
Balance in Circulation on 31st March 1890	6,79,11,120	76,96,250	97,81,945	4,50,92,980	42,15,790	2,16,20,250	11,85,390	28,90,800	16,03,94,525

Statement No. VII.

Issues and Receipts of Coin at each Circle.

	Circles.								Total.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi,	Madras.	Calicut.	Rangoon.	
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Balance on 1st April 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
Receipts—Over the Counter	4,13,72,445 0 0	94,24,095 0 0	58,19,075 0 0	10,26,91,825 0 0	44,89,530 0 0	1,15,58,750 0 0	28,32,105 0 0	2,54,86,440 0 0	20,36,74,265 0 0
„ From Small Coin Account	...	...	...	11,06,926 0 0	1,05,300 0 0	6,58,000 0 0	...	...	18,70,226 0 0
„ At Agencies	6,99,500 0 0	...	89,19,500 0 0	4,93,015 0 0	...	6,43,900 0 0	...	97,360 0 0	1,08,53,275 0 0
„ In Remittance Transactions — Between Head Office and Agencies	...	...	...	...	...	...	...	7,20,550 0 0	7,20,550 0 0
„ In Remittance Transactions — Between Circles	8,69,58,910 4 0	1,51,57,000 0 0	93,35,210 0 0	1,29,21,000 0 0	61,35,000 0 0	2,00,94,000 0 0	8,00,000 0 0	1,10,65,000 0 0	16,24,66,120 4 0
„ For Mint Certificates	67,34,904 1 6	...	...	315 0 0	...	...	..	...	67,35,219 1 6
Total Receipts	13,57,65,759 5 6	2,45,81,095 0 0	2,40,73,785 0 0	11,72,13,081 0 0	1,07,29,830 0 0	3,29,54,650 0 0	36,32,105 0 0	3,73,69,350 0 0	38,63,19,655 5 6
Total of Balances and Receipts	15,04,63,970 13 2	3,25,87,755 0 0	3,25,25,840 0 0	14,49,30,461 1 3	1,36,40,980 0 0	4,90,80,435 0 0	42,33,510 0 0	4,19,38,975 0 0	46,94,01,926 14 5
Issues—Over the Counter	7,46,76,500 0 0	77,46,975 0 0	79,86,460 0 0	5,94,20,120 0 0	21,46,645 0 0	2,87,29,065 0 0	12,88,120 0 0	2,15,65,355 0 0	20,35,59,240 0 0
„ At Agencies	2,75,500 0 0	...	1,40,000 0 0	5,45,500 0 0	...	7,20,900 0 0	...	...	16,81,900 0 0
„ In Remittance Transactions — Between Head Office and Agencies	...	...	...	63,50,000 0 0	...	...	...	4,63,000 0 0	68,13,500 0 0
„ In Remittance Transactions — Between Circles	5,62,62,845 4 0	1,33,07,620 0 0	1,77,28,910 0 0	5,41,35,000 0 0	81,54,000 0 0	8,00,000 0 0	23,60,000 0 0	1,84,00,000 0 0	17,11,48,375 4 0
„ For Bullion delivered and for Pre-melting Fees	8,139 14 3	...	...	66,413 0 0	...	...	...	...	74,552 14 3
„ To Small Coin Accounts	...	...	...	22,88,926 0 0	1,24,500 0 0	28,000 0 0	...	...	24,41,426 0 0
„ In Purchase of Securities	1,79,951 6 0	...	...	...	...	...	...	...	1,79,951 6 0
Total Issues	13,14,02,936 8 3	2,10,54,595 0 0	2,58,55,370 0 0	12,28,06,459 0 0	1,04,25,145 0 0	3,02,77,965 0 0	36,48,120 0 0	4,04,28,355 0 0	38,58,98,945 8 3
Balance of Coin, 31st March 1890	1,90,61,034 4 11	1,15,33,160 0 0	66,70,470 0 0	2,21,24,002 2 3	32,15,835 0 0	1,88,02,470 0 0	5,85,390 0 0	15,10,620 0 0	8,35,02,981 6 2

Statement No. VIII.

Value of Currency Notes in Circulation on the last day of each month. (*In Lakhs of Rupees.*)

	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.	1889-90.
April	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	14,20	13,35	2,34	13,02	13,78	14,02	16,54	15,82
May	5,01	6,04	7,46	7,87	8,19	10,04	10,38	8,68	10,49	13,49	11,21	9,96	11,06	10,70	11,55	13,09	11,17	13,10	13,01	14,67	13,09	13,24	13,54	14,17	13,90	17,03	15,77
June	5,09	5,99	8,34	8,60	8,53	10,04	10,80	8,70	10,83	13,51	11,83	10,16	11,39	11,59	12,67	13,87	11,82	13,64	13,72	14,91	13,01	13,83	14,86	13,78	14,08	17,69	16,24
July	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	14,07	12,24	13,91	14,04	15,29	13,54	14,56	14,50	14,26	15,18	18,05	16,49
August	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	13,75	14,22	15,29	13,79	14,97	14,36	14,44	15,66	17,69	16,15
September	5,26	6,48	8,87	9,28	9,53	10,41	10,18	10,07	11,32	13,35	12,09	10,60	11,77	11,75	12,39	14,06	13,33	13,47	13,55	15,28	14,40	15,01	15,55	14,30	16,78	16,94	16,14
October	5,63	7,09	7,84	10,16	9,96	10,61	10,76	10,19	11,31	13,00	12,06	10,88	12,04	11,45	13,19	13,70	13,58	13,55	13,39	15,82	14,49	15,61	15,71	14,53	17,78	16,74	16,63
November	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	14,74	13,46	13,75	14,50	13,07	16,25	14,47	15,76	15,64	14,68	18,61	15,50	16,67
December	5,11	7,48	7,40	9,96	10,32	10,30	11,31	10,35	10,87	12,83	11,03	11,08	11,22	11,97	15,05	12,69	13,80	14,38	13,15	16,16	13,39	15,08	15,20	14,41	17,69	15,15	15,47
January	5,15	7,89	6,91	9,68	10,11	10,20	11,42	10,76	13,08	12,16	9,98	11,10	11,77	12,44	15,64	12,15	14,23	14,12	13,39	15,37	12,11	14,97	15,41	14,10	17,68	15,28	16,29
February	5,08	7,40	6,87	8,87	9,56	10,68	10,82	10,07	12,69	11,52	9,69	11,13	11,28	12,57	14,07	12,20	13,28	13,25	13,74	14,42	12,26	14,53	14,56	14,07	16,45	14,83	16,37
March	5,35	7,43	6,90	8,09	9,07	9,96	10,47	10,44	13,17	11,14	9,25	11,24	11,00	11,62	13,57	11,42	12,36	13,40	13,91	14,51	12,76	14,58	14,17	13,88	16,42	15,74	15,77
Average	5,19	6,73	7,76	8,82	9,28	10,15	9,67	9,81	11,42	12,96	11,15	10,67	11,35	11,64	12,25	13,19	12,80	13,66	13,50	15,18	13,38	14,54	14,71	14,20	16,16	16,43	16,15
Net Imports of Silver.	12,80	10,08	18,67	6,96	5,59	8,60	7,32	94	6,52	71	2,49	4,64	1,55	7,20	14,68	3,97	7,87	3,89	5,38	7,51	6,25	7,44	11,48	7,04	9,30	9,23	10,93
Net Amount borrowed in India.	—34	—2	—99	60	79	—35	2,18	1,22	—1,16	—1,51	—4	3,43	2,92	—85	3,03	3,88	4,03	3,09	2,79	2,04	2,50	...	...	1,20	5,50	2,79	1,88
Currency Investment on 31st March.	2,49	3,57	3,98	3,25	3,25	3,91	3,60	3,23	5,91	5,69	5,69	5,69	6,00	6,00	5,69	6,00	6,00	6,00	6,00	6,00	6,00	6,00	5,99	5,99	5,99	5,98	6,00
Profits of Paper Currency Department.	...	13	8	7	10	7	14	12	11	21	19	20	21	21	20	19	25	23	22	21	21	22	20	21	21	21	21

Statement No. IX.

Currency Notes in Circulation in India. (*In Lakhs and Thousands of Rupees.*)

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpur.	Karachi.	Madras.	Calicut.	Coconada.		Total.
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	1,41,27	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	49,19	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	...	12,14,91
February	6,43,83	51,16	48,53	2,82,91	5,92	11,07	26,59	1,11,98	16,31	21,92	...	12,20,22
March	5,64,48	46,73	47,04	2,95,90	18,44	10,59	23,08	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	20,76	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	1,45,32	13,91	14,49	...	12,88,48
May	5,94,13	45,59	84,26	3,38,32	14,69	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	3,46,16	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	13,33	...	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	...	14,13,13
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	88,52	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	31,71	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	1,13,29	17,27	17,42	...	13,72,03
July	6,52,70	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	77,80	3,97,17	9,73	15,63	31,66	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	...	13,39,16
November	6,30,20	83,43	74,16	3,34,52	3,24	7,30	32,69	1,21,92	17,09	2,91	...	13,07,43
December	6,35,57	82,04	75,23	3,22,32	2,57	4,60	40,07	1,29,42	20,12	2,79	...	13,14,71
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	1,48,10	13,17	2,07	...	13,97,03
April	6,37,23	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	4,64,64	...	...	30,33	1,26,09	13,09	...	...	15,28,85
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	1,03,89	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	...	...	14,42,03
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	...	...	13,84,87
May	6,08,27	61,95	77,21	3,54,04	...	...	28,23	1,69,09	10,54	...	...	13,09,53
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
											Rangoon.	
August	6,25,41	81,44	72,63	3,97,78	...	...	34,71	1,47,48	11,38	...	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

Statement No. IX—*contd.*

Currency Notes in Circulation in India. (*In Lakhs and Thousands of Rupees*)—contd.

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpur.	Karachi.	Madras.	Calicut.	Coconada.	Rangoon.	Total.
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	3,41,02	...	...	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	**12,84,24**
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	...	...	31,67	1,63,30	8,16	...	11,20	**14,58,37**
March	6,52,26	62,15	82,64	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	...	...	42,00	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	**14,36,40**
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	69,32	74,33	5,45,61	...	...	48,89	1,30,42	14,73	...	54,91	**15,71,84**
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	**15,41,14**
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	1,74,45	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	...	26,54	**14,80,40**
September	5,71,90	79,39	86,15	4,34,75	...	...	52,99	1,61,01	17,67	...	26,16	**14,44,44**
October	5,66,85	80,44	91,14	4,59,93	...	...	50,06	1,47,99	1..86	...	26,54	**14,80,40**
November	5,69,35	73,96	98,12	4,78,98	...	...	49,80	1,42,99	13,97	...	42,94	**14,58,21**
December	6,07,10	77,86	80,79	3,88,62	...	...	47,31	1,58,61	13,26	...	50,65	**14,07,82**
											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	57,77	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	1,0 ,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	**18,61,08**
December	6,92,62	92,67	87,64	5,52,91	...	...	50,04	1,90,56	8,74	...	94,08	**17,69,26**
1888.												
January	6,76,96	1,01,80	88,68	5,33,36	...	...	48,87	2,05,60	9,31	...	42,05	**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	**16,54,08**
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	**16,73,83**
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	**15,27,63**
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	**15,78,78**
April	6,68,81	60,11	90,78	5,15,56	...	...	46,13	1,71,95	10,22	...	18,97	**15,83,69**
May	6,62,54	72,87	85,79	4,90,97	...	...	44,28	1,82,88	14,80	...	23,03	**15,76,66**
June	6,73,96	90,90	87,46	5,19,56	...	...	38,88	1,69,79	14,86	...	28,99	**16,24,30**
July	6,67,46	73,45	85,25	5,45,70	...	...	46,09	1,85,85	17,78	...	27,93	**16,49,51**
August	6,01,31	85,82	88,59	5,76,59	...	...	44,11	1,82,00	15,23	...	21,58	**16,15,23**
September	6,27,51	87, 4	84,01	5,14,63	...	...	47,13	2,10,46	15,09	...	27,84	**16,13,81**
October	6,44,96	81,63	86,93	5,74,12	...	...	38,66	1,90,57	17,13	...	28,98	**16,62,98**
November	6,45,67	86,73	81,76	5,83,59	...	...	38,24	1,90,91	14,90	...	24,98	**16,66,78**
December	6,54,82	84,05	77,70	4,48,19	...	...	36,69	1,97,70	10,76	...	36,74	**15,46,65**
1890.												
January	6,56,58	74,96	80,77	5,09,37	...	...	35,59	2,30,53	10,48	...	30,66	**16,28,94**
February	6,28,77	78,99	82,48	5,33,07	...	...	39,08	2,36,48	9,85	...	28,51	**16,37,23**
March	6,74,04	74,58	90,10	4,46,88	...	...	40,13	2,11,80	11,02	...	28,63	**15,77,18**

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first four months of the official year 1890-91, and of the nineteen preceding years.

(In Thousands of Rupees.)

Year.	Bengal.			Madras.			Bombay.			Burma.			Total British India.			Sindh.			Year.
	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	
For the four months, April to July.																			
1871-72	3,38	21,67	7,18	1,19	3,94	4,94	2,81	10,10	1,33	45	1,36	7,73	8,24	37,39	9,54	41	32	1,14	1871-72
1872-73	4,37	21,36	6,97	1,40	4,28	4,00	1,80	12,99	1,21	1,13	1,67	14,56	9,09	40,59	17,36	80	29	1,48	1872-73
1873-74	3,63	20,85	5,26	1,32	4,59	4,93	2,15	11,54	1,26	1,20	1,55	12,41	8,72	38,74	15,16	36	21	99	1873-74
1874-75	4,04	24,63	4,40	1,17	4,89	4,96	2,19	12,28	1,34	1,48	2,35	8,57	9,31	44,31	12,40	39	16	98	1874-75
1875-76	3,88	27,24	5,90	1,49	5,07	5,25	2,41	13,70	3,25	1,23	1,45	15,72	9,45	47,77	18,40	80	31	1,55	1875-76
1876-77	4,32	20,34	3,64	1,92	4,20	3,10	2,76	10,94	45	1,65	1,74	10,62	11,06	37,40	14,01	8	18	67	1876-77
1877-78	5,14	25,71	3,72	1,71	2,52	63	3,13	13,21	48	1,81	1,94	8,87	12,54	43,63	12,62	25	14	1,14	1877-78
1878-79	4,51	21,00	4,61	2,00	3,47	1,52	2,88	12,57	70	2,68	2,36	10,99	12,70	39,63	16,03	63	14	86	1878-79
1879-80	3,95	19,59	2,76	1,73	2,78	1,74	3,03	10,36	73	2,39	1,84	14,45	12,10	34,86	16,68	1,00	29	1,36	1879-80
1880-81	4,46	17,54	3,01	1,78	3,42	3,33	2,90	13,71	63	1,67	2,37	14,38	12,31	37,38	18,42	1,50	34	1,93	1880-81
1881-82	4,66	17,46	4,62	1,76	3,43	2,54	3,56	13,30	60	2,34	2,35	16,77	13,69	37,04	21,46	1,37	50	1,99	1881-82
1882-83	4,93	...	4,90	1,79	...	1,39	3,64	—88*	51	2,98	3	22,75	14,51	—83*	25,76	1,17	2	1,39	1882-83
1883-84	4,84	3	6,24	1,76	2	3,00	3,66	16	40	2,83	7	17,07	14,35	29	19,97	1,26	1	1,43	1883-84
1884-85	4,15	12	3,45	1,59	2	2,34	3,47	16	62	2,79	3	12,10	13,40	25	14,92	1,40	2	1,58	1884-85
1885-86	4,44	7	4,15	1,63	2	98	3,97	17	31	2,18	2	17,89	13,65	29	20,09	1,43	1	1,71	1885-86
1886-87	4,37	9	3,58*	2,12	4	1,80	4,08	22	46	3,28	2	15,73	15,52	42	19,03	4,76	31	2,06	1886-87
1887-88	3,76	12	4,00	2,98	...	1,59	4,61	16	59	3,40	—1*	15,84	16,51	30	19,23	5,36	34	2,04	1887-88
1888-89	4,70	1,68	6,25	3,35	30	1,80	4,80	1,21	50	3,14	36	10,66	17,62	3,89	14,16	6,51	17	2,14	1888-89
1889-90	4,78	2,91	4,40	3,26	8	2,19	5,63	92	79	3,03	97	17,75	18,49	5,17	21,75	7,34	21	2,29	1889-90
1890-91	5,31	2,43	5,64	3,84	40	1,55	5,62	1,97	60	2,97	3	23,49	19,84	5,08	26,49	8,19	16	2,57	1890-91

* The amount refunded was greater than the duty collected.

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

GOVERNMENT

PUBLIC WORKS

CIVIL WORKS—

COMPARATIVE RETURNS OF TRAFFIC ON THE CANALS IN BENGAL

GOVERNMENT OF BENGAL, PUBLIC WORKS

MAJOR WORKS AND MINOR

Comparative Return of Traffic carried on the Orissa Canals

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.	
	Balance from previous year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.
1	2	3	4	5	6	7	8	9	10	11	12	13
Tollage.	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.
Boats (private and Government).	4,749	28,772	29,971	4,064	33,333	29,472	Grain	7,747½	3,714	11,461½	5,955½	4,428½
Rafts		514					Cotton	...	49	49	...	28
Carrying operations.							Oilseeds	231	285	516	86	659½
Boating (Government)	...	3,421	3,421	...	2,012	2,012	Salt	206½	974	1,180½	156½	830½
Fines and sundries	...	31	31	...	...	...	Piece-goods	...	31	31	18	338
Total	4,749	32,738	33,423	4,064	35,345	31,484	Metal	...	5	5	...	...
							Building materials	448	10,125	10,573	492	6,886½
Taldunda Canal System	113	2,405	2,513	5	1,204	1,185	Miscellaneous	3,589	2,830	6,419	3,537	2,978½
Kendrapara Canal System	4,425	21,261	21,789	3,897	27,322	23,693	Fuel	289	207½	496½	657	199
High Level Canal, Range I	211	6,814	6,892	133	4,903	4,726	Timber in rafts	No. 1,795	No. 1,989	No. 3,784	No. 167	No. 3,477
Ditto, Range II	...	1,477	1,450	27	1,272	1,257		...	C. ft. 23,490	C. ft. 23,490	...	...
Ditto, Range III	...	737	735	2	644	623	Bamboos	No. 20,265	No. 221,108	No. 241,373	150	147,766
Jajepore Canal	...	44	44	...				...	C. ft. 375	C. ft. 375	...	...
								Tons. 12,511	Tons. 18,220½	Tons. 30,731½	Tons. 10,902	Tons. 16,348½
Total	4,749	32,738	33,423	4,064	35,345	31,484	Total	No. 22,060	No. 223,097	No. 245,157	No. 317	No. 151,243
								C. ft. ...	C. ft. 23,865	C. ft. 23,865		...

CALCUTTA,
The 21st July 1890.

OF INDIA.

DEPARTMENT.

Irrigation.

FOR THE HALF-YEARS ENDED 30th SEPTEMBER 1889 AND 1888.

DEPARTMENT, IRRIGATION BRANCH.

WORKS AND NAVIGATION.

for the half-years ending 30th September 1889 and 1888.

Total.	Tonnage.												Ton-mileage.												Value of goods.												Number of passengers.											
	1889.						1888.						1889.						1888.						1889.						1888.						1889.						1888.					
	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.
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	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
10,384																																															
28																																															
745½																																															
987																																															
356																																															
7,378½	18,201	45,604	14,808	80,517½	4,907	379½	6,836	39,665	11,663	7,003½	3,482	.....	232,724	1,602,332	246,293	48,628	68,148	2,170	76,303	1,230,222	154,839	88,177	43,399	.....	1,00,760	13,63,420	2,97,080	1,18,022	78,803	7,741	42,732	14,68,960	3,25,730	1,22,115	58,437	.....	5,663	26,602	567	2,740½	2,389	249	3,135	14,507	50	460½	502	.....
6,515½																																															
856																																															
No.																																															
3,644																																															
147,916																																															
Tons.	164,416½						68,649½						2,200,295						1,592,940						19,65,826						20,17,974						38,210½						18,654½					
27,250½																																															
No.																																															
251,560																																															

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Midnapore Canal for the half-years ending 30th September 1889 and 1888.

	Demands.		Collections during current year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.																					
Boats (private and Government).	5,884	73,968	76,749	4,500	69,217	64,709	Grain . .	38,862	4,347	43,209	27,330	4,065	31,395								
Rafts . .		1,397					Cotton . .	11	3	14	26	23	49								
							Oilseeds .	623	1,247	1,870	855	1,192	2,047								
Carrying operations.							Salt . .	...	8,484	8,484	...	10,469	10,469								
							Piece-goods .	69	233	302	19	17	36								
							Metal . .	287	545	832	422	754	1,176								
Boating (Government) . .	...	...	...	...	...	...	Building materials . .	1,744	296	2,040	1,853	237	2,090	257,810	231,385	4,852,592	4,171,319	73,80,863	71,33,668	95,388	68,861
							Miscellaneous	7,309	6,428	13,737	7,947	6,341	14,288								
Fines and surdries	...	...	...	...	...	...	Fuel . .	769	1,800	2,569	918	1,667	2,585								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber . .	74,877	443	75,320	16,029	2,125	18,154								
							Bamboos .	3,100	100	3,100	8,215	180	8,395								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	5,884	75,365	76,749	4,500	69,217	64,709	Total .	49,674	23,383	73,057	39,370	24,765	64,135	257,810	231,385	4,852,592	4,171,319	73,80,863	71,33,668	95,388	68,861
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
								77,877	543	78,420	24,244	2,305	26,549								

CALCUTTA,
The 21st July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Hidgellee Tidal Canal for the half-years ending 30th September 1889 and 1888.

	Demands.		Collections during current year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.																					
Boats (private and Government).	1,510	27,977	27,752	1,745	35,558	31,229	Grain . .	16,639	208	16,847	23,934	23	23,957								
Rafts . . .		10					Cotton . .	...	2	2	...	...	...								
							Oilseeds .	39	44	83	48	4	52								
Carrying operations.							Salt . .	...	2,278	2,278	...	3,046	3,046								
							Piece-goods .	...	216	216	...	249	249								
Boating (Government).	...	...	...	...	...	...	Metal . .	36	24	60	...	35	35	83,702	100,166	1,597,744	2,028,197	17,80,209	20,27,775	20,296	13,958
							Building materials.	216	132	348	43	156	199								
Fines and sundries	...	...	...	...	...	...	Miscellaneous	5,327	3,696	9,023	3,794	3,773	7,567								
							Fuel . .	82	532	614	84	421	505								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber .	207	310	517	835	726	1,561								
							Bamboos .	1,500	130	1,630	...	300	300								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	1,510	27,987	27,752	1,745	35,558	31,229	Total .	22,339	7,132	29,471	27,903	7,707	35,610	83,702	100,166	1,597,744	2,028,197	17,80,209	20 27,755	20,296	13,958
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
								1,707	440	2,147	835	1,026	1,861								

CALCUTTA,
The 21st July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Sone Canals for the half-years ending 30th September 1889 and 1888.

Demands.		Collections during current year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.		
Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.
1	2	3	4	5	6	7	8	9	10	11
Toliage.	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.
Boats (private and Government)	1,274	24,035	28,397	910	31,850	31,545	Grain	342	7,731	8,073
Rafts		3,998					Cotton	21	...	21
Carrying operations.							Oilseeds	57	4,247	4,304
Boating (Government)	...	...	...	...	...	...	Salt	1,661	1	1,662
Fines and sundries	...	...	...	...	...	...	Piece-goods	860	93	953
							Metal	69	30	99
Total	1,274	28,033	28,397	910	31,850	31,545	Building materials	1,024	1,453	2,477
							Miscellaneous	2,201	4,783	6,984
Patna Canal System	1,135	14,342	15,056	421	15,656	15,466	Fuel — in boats	308	175	483
Arrah Canal System	100	10,018	9,683	435	11,074	11,025	Fuel — in rafts	...	...	...
Buxar Canal System	39	3,673	3,658	54	5,120	5,054	Timber — in boats	41	240	281
							Timber — in rafts	...	1,865	1,865
							Bamboos Bullahs and firewood. — in boats	199	6,939	7,138
							Bamboos Bullahs and firewood. — in rafts	8	2,679	2,687
Total	1,274	28,033	28,397	910	31,850	31,545	Total	6,791	30,236	37,027

Corresponding period of previous year.			Tonnage.						Ton-mileage.						Value of goods.						Number of passengers.					
			1889.			1888.			1889.			1888.			1889.			1888.			1889.			1888.		
Up.	Down.	Total.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.
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
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	₹	₹	₹	₹	No.	No.	No.	No.	No.	No.
777	10,233	11,010																								
24	2	26																								
58	4,598	4,656																								
1,785	141	1,926																								
1,089	150	1,239																								
100	14	114																								
1,084	2,066	3,150	23,032	21,841	12,297	24,582	23,960	16,249	1,510,528	960,758	157,616	1,536,729	1,086,836	353,146	10,93,603	11,39,771	3,09,440	15,19,430	10,98,810	9,09,638	3,533	12,452	7,691½	3,136	8,514	6,571½
1,957	5,840	7,797																								
153	171	324																								
...	12	12																								
204	259	463																								
...	1,412	1,412																								
287	391	678																								
61	8,756	8,817																								
7,579	34,045	41,624	57,170			64,791			2,628 902			2,976,711			25,42,814			35,27,878			23,676½			18,221½		

CALCUTTA,
The 21st July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Circular and Eastern Canals and Tolly's Nullah for the half-years ending 30th September 1889 and 1888.

	Demands.		Collection during current year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Tollage.	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Boats (private and Government).	2,958	1,68,817	1,70,757	1,075	2,05,126	2,02,084	Grain .	59,029	2,519	61,548	112,294	39	112,333	879,560	1,046,131	7,610,235	9,208,050	2,09,03,390	2,16,21,235	17,103	18,957
Rafts . .		57					Cotton .	205	...	205	524	...	524								
Carrying operations.							Oilseeds .	11,905	61	11,966	6,826	89	6,915								
							Salt . .	8,723	22,917	31,640	7,040	25,912	32,952								
							Piece-goods	9	...	9	...	...	...								
Boating (Government).	...	...	...	...	..	...	Metal .	177	73	250	91	99	190								
							Building materials.	36,425	850	37,275	38,660	439	39,099								
Fines and sundries	...	...	...	...	...	...	Miscellaneous.	65,442	5,312	70,754	63,885	4,070	67,955								
							Fuel . .	68,926	4,581	73,507	67,783	5,433	73,216								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber in rafts.	3,428	3,172	6,600	590	18,007	18,597								
							Bamboos .	6,062	...	6,062	7,935	...	7,935								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	2,958	1,68,874	1,70,757	1,075	2,05,126	2,02,084	Total .	250,841	36,313	287,154	297,103	36,081	333,184	879,560	1,046,131	7,610,235	9,208,050	2,09,03,390	2,16,21,235	17,103	18,957
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
								9,490	3,172	12,662	8,525	18,007	26,532								

CALCUTTA,
The 21st July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept

Comparative Return of Traffic carried on the Nuddea Rivers for the half-years ending 30th September 1889 and 1888.

	Demands.		Collections during current year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Tollage.	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Boats (private and Government).	529	1,16,449	1,11,032	6,558	1,19,288	1,15,714	Grain .	2,127	52,570	54,697	2,895	67,639	70,534	511,607	524,270	.....	.....	2,29,02,936	2,15,49,589	22,781	18,350
Rafts . .		612					Cotton .	9	68	77	...	2	2								
Carrying operations.							Oilseeds .	137	26,545	26,682	483	21,759	22,242								
							Salt . .	19,253	717	19,970	21,402	666	22,068								
							Piece-goods	22	5	27	24	1	25								
Boating (Government).	...	...	...	...	...	...	Metal .	515	108	623	912	126	1,038								
							Building materials.	1,906	1,095	3,001	1,026	902	1,928								
							Miscellaneous.	31,803	76,010	107,813	30,874	84,345	115,219								
Fines and sundries	...	...	...	...	...	...	Fuel . .	7,218	542	7,760	9,182	486	9,668								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber in rafts.	2,903 C. ft.	43,081 C. ft.	45,984 C. ft.	2,816	24,698	27,514								
							Bamboos .	289	20,302	20,591	776	26,808	27,584								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	529	1,17,061	1,11,032	6,558	1,19,288	1,15,714	Total .	62,990	157,660	220,650	66,798	175,926	242,724	511,607	524,270	...	...	2,29,02,936	2,15,49,589	22,781	18,350
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
								3,192	63,383	66,575	3,592	51,506	55,098								

CALCUTTA,
The 21st July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Orissa Coast Canal for the half-years ending 30th September 1889 and 1888.

		Current half-year.		Corresponding period of previous year.		Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
		Down.	Up.	Down.	Up.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.
		10	9	14	13	15	16	17	18	19	20	21	22
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	R	R	No.	No.
Tollage.													
Boats (private and Government).	Balance from previous year.	870	9,232	1,224	17,295	52,119	72,683	1,640,748	1,872,942	11,15,799	11,59,153	29,671	25,407
	For current year.	...	7	4	...								
Rafts . . .		1	51	...	118								
Carrying operations.		1,032	18	1,450	4								
Boating (Government).		120	1	104	...								
		22	1	4	...								
Fines and sundries		396	76	71	26								
		2,504	919	2,407	501								
		339	52	338	353								
		C. ft.	C. ft.	C. ft.	C. ft.								
		...	2,641	1,716	891								
		2,373	955	2,440	3,232								
Total .		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	R	R	No.	No.
		5,284	10,357	5,602	18,297	52,119	72,683	1,640,748	1,872,942	11,15,799	11,59,153	29,671	25,407
		C. ft.	C. ft.	C. ft.	C. ft.								
		2,373	3,596	4,156	4,123								

Nature of cargo.	Demands.		Collections during current year.	Balance uncollected.	Same period of previous year.	
	Balance from previous year.	For current year.			Demands.	Collections.
8	2	3	4	5	6	7
	R	R	R	R	R	R
Grain .	(28,860		(28,779	5,138	35,756	28,261
Cotton .	4,966	91				
Oilseeds .	...	...	...	...	...	...
Salt .	...	...	...	...	...	...
Piece-goods .	...	...	...	...	...	...
Metal .	...	...	...	...	...	...
Building materials.	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...
Fuel .	...	...	...	...	...	...
Timber in rafts	...	...	...	...	...	...
Bamboos .	...	...	...	...	...	...
Total .	4,966	28,951	28,779	5,138	35,756	28,261

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

CALCUTTA,
The 21st July 1890.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FOURTH QUARTER OF 1889.

No. 441 R. T., dated Simla, the 5th August, 1890.

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

Read again—

Public Works Department Resolution No. 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.
" " " " " 298 R. T., dated 3rd July 1889.
" " " " " 194 R. T., dated 30th May 1890.

Read also—

Docket from the Director General of Railways, No. 134 Statistical, dated the 24th July 1890, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended the 31st December 1889.

OBSERVATIONS—As compared with the average of the five* corresponding previous quarters, the number of accidents to trains, rolling-stock, permanent-way, &c., show an increase of 66, or 10·58 per cent., with an increase of 2,583·25 miles, or 19·61 per cent., in the mean mileage open, and of 1,752,017 miles, or 15·22 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 . .	98	19	...	24·05	...	...	2·42
Southern Mahratta . .	48	30	...	166·66	...	68·70	...
Indian Midland . .	23	(a)20	...	666·66	...	855·29	...
North Western . .	87	...	29	...	25·00	26·38	...
Great Indian Peninsula .	47	14	...	42·42	...	6·75	...
Dibru-Sadiya . . .	18	...	(b)14	...	43·75	26·01	...
The Nizam's Guaranteed State	31	19	...	158·33	...	56·81	...

2. The principal variations on the Rajputana-Malwa Railway were an increase of 9 accidents under "The bursting of tubes, &c., of engines," 11 under "The Failure of axles" and 5 under each of the heads, "The Failure of couplings" and "Broken rails," and a decrease of 14 under "Trains running over cattle on the line."

3. Of the increase of 30 accidents on the Southern Mahratta Railway, 16 occurred under "Trains running over cattle on the line" and 5 under "The flooding of portions of permanent-way," due, it appears, to some extent, to the increased mileage worked.

* Except where statistics for five quarters are not available.
(a) As compared with the corresponding quarter of the previous year.
(b) As compared with the average of the four corresponding previous quarters.

4. On the Indian Midland Railway, with an increase of 615·25 miles in the mean length worked, and of 305,135 miles in the train-mileage, the number of accidents rose from 3 to 23.

5. On the North Western Railway the only noticeable difference was a decrease of 7 under "Other accidents" and of 5 under "The failure of couplings."

6. The increases on the Great Indian Peninsula Railway mainly occurred under "The failure of machinery, springs, &c., of engines" and "Fire in trains," the number recorded under these heads being 10 against 1, and 11 against 4 respectively.

7. On the Dibru-Sadiya Railway the number of accidents classed under "Goods trains or parts of goods trains, engines, &c., leaving the rails" fell from 9 to 1 and those classed as "Other accidents" from 7 to 1.

8. On the Nizam's Guaranteed State Railway there was an increase of 7 accidents under "Trains running over cattle on the line" and of 11 under "The failure of machinery, springs, &c., of engines."

9. 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.*	Fourth Quarter, 1889					Total all Classes.	
			Number.	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	2	...	...	...	...	...	...
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	11	11	...	...	...	...	...	...
3	Collisions between goods trains or parts of goods trains	19	27	...	...	...	...	...	...
4	Collisions between light engines	3	4	...	...	...	...	...	...
5	Passenger trains or parts of passenger trains leaving the rails	20	22	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, &c., leaving the rails	82	61	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points	12	8	17	29	...	2	17	31
8	Trains running into stations or sidings at too high a speed	2	2	...	...	...	1	...	1
9	Trains running over cattle on the line	190	220	...	1	...	...	...	1
10	,, ,, ,, obstructions on the line	22	23	1	4	...	...	1	4
11	Train running through gates at level-crossings	14	13	...	...	...	...	...	...
12	The bursting of boilers of engines	23	...	...	...	...	...	...	...
12(a)	,, ,, of tubes, &c., of engines		32	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	57	83	...	...	...	...	...	...
14	The failure of tyres	4	2	...	...	...	...	...	...
15	,, wheels	...	1	...	...	...	...	...	...
16	,, axles	11	18	...	...	...	...	...	...
17	,, brake apparatus	...	2	...	...	...	...	...	...
18	,, coulpings	35	45	...	...	...	...	...	...
19	,, tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...
20	Broken rails	8	18	...	...	...	...	...	...
21	The flooding of portions of permanent-way	10	13	...	...	...	...	...	...
22	Slips in cuttings or embankments	3	4	...	...	...	...	...	...
23	Fire in trains	34	29	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	8	9	...	...	...	...	...	...
25	Other accidents	54	41	...	...	...	1	...	1
	Total for 1889	...	690	18	34	...	4	18	38
	Total—Average of corresponding quarters of five previous years*	...	624	2	11	3	10	5	21

* Except where statistics for five quarters are not available for any line.

10. The principal variations occurred under "Goods trains or parts of goods trains, engines, &c., leaving the rails," 61 against 82; "Trains running over cattle on the line," 220 against 190; "The failure of machinery, springs, &c., of engines," 83 against 57; "The failure of couplings," 45 against 35; "Broken rails," 18 against 8, and "Other accidents," 41 against 54.

11. Of the 61 cases of "Goods trains or parts of goods trains, engines, &c., leaving the rails," 8 occurred on each of the following Railways, the Eastern Bengal, Madras, and South Indian Railways, and 7 on the North Western Railway. As already stated there was a decrease of 8 accidents of this class on the Dibru-Sadiya Railway.

12. The number of cattle accidents was largest on the Eastern Bengal State Railway, *viz.*, 26; next to it comes the North Western Railway with 24 accidents; then the Southern Mahratta with 23 and the South Indian with 21.

13. The increase under "The failure of machinery, springs, &c., of engines" was mainly due to the number of accidents returned by the Great Indian Peninsula Railway, which returned 10 against 1, and by the Nizam's Guaranteed State Railway which returned 13 against 2.

14. Axles failed in 18 instances, of which 15 were on the Rajputana-Malwa Railway alone. The number of failures of couplings on this Railway was also large, being 14 or about one-third of the total reported.

15. There were 13 cases of "Fire in trains" recorded on the North Western Railway and 11 on the Great Indian Peninsula Railway out of a total of 29.

16. The accidents classed as "Other accidents" numbered 41, of which 24 were returned by the Bombay, Baroda and Central India Railway.

17. The casualties resulting from accidents to trains, &c., were among passengers and others, 18 killed and 34 injured against 2 killed and 11 injured; and among servants, 4 injured against 3 killed and 10 injured.

18. Of the casualties to passengers, 17 were killed and 29 injured on the East Indian Railway on the 27th of October 1889, in consequence of the down mail having been turned into a dead siding at the Hathras station. A special report of this accident is attached to the returns under review.

19. The casualties to passengers from causes other than accidents to trains, &c., *vide* Table No. 2, were—

Casuses of Accidents.	Fourth quarter, 1889.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
1. From falling between carriages and platforms	4	4	2	3
2. Falling on to the platform, ballast, &c., when getting into or out of trains	2	2	2	4
3. Whilst crossing the line at stations	1	...	1	1
4. By closing of carriage doors	...	1	...	1
5. Falling out of carriages during the travelling of trains	7	18	4	12
6. Other accidents	4	9	2	5
Total	18	34	11	26

20. The accidents to servants in the employ of railways, or of contractors, whilst performing duties connected directly with the transit of passengers and

* Except where statistics for five quarters are not available for any line.

goods, from causes other than accidents to trains, &c., were as follows, *vide* Table No. 2 :—

Causes of Accidents.	Fourth quarter, 1889.		Average of corresponding quarters of five previous years. *	
	Killed.	Injured.	Killed.	Injured.
1. During shunting operations	6	18	5	9
2. Falling off engines, vans, wagons, &c.	3	11	4	11
3. Coming in contact with over-bridges, &c., during the travelling of trains	...	3	...	1
4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	...	...	...	1
5. Getting on or off trains, engines, &c.	5	16	2	7
6. Whilst loading, unloading or sheeting	2	16	1	14
7. Whilst breaking, spragging, or chocking wheels	...	1	...	1
8. Whilst working at cranes or capstans	...	1	...	1
9. Whilst working on the permanent-way or in sidings	2	6	2	4
10. Whilst walking along the line on the way home, or to work	2	2	2	2
11. Whilst walking, crossing, or standing on the line	9	8	7	9
12. Whilst passing between vehicles	1	4	1	1
13. Whilst attending to the machinery of engines, cleaning them, &c.	...	1	1	4
14. Whilst attending to gates at level-crossings	1	...	1	...
15. Falling, or being caught between vehicles and platforms	...	...	1	2
16. Falling off ladders, scaffolds, platforms, &c.	1	1	...	5
17. By falling of lamps, wagon-doors, timber, weights, &c.	1	9	...	7
18. Whilst coupling or uncoupling wagons	3	7	3	8
19. Miscellaneous	5	33	5	23
Total	41	137	35	110

21. Of other persons killed and injured by running trains, &c., 5 were killed and 6 injured whilst passing over railways at level-crossings; 55 were killed and 25 injured whilst trespassing on the line; 15 committed suicide and 1 was injured in attempting to commit suicide; 3 were killed and 2 injured from miscellaneous causes.

22. The following table exhibits the total number of persons killed and injured from all causes over the whole Indian Railway system, as compared with the average of the corresponding quarters of five previous years, *vide* Table No. 1 :—

Causes of Accidents.	Fourth quarter, 1889.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
Passengers.				
From causes beyond their own control	19	35	2	13
From misconduct or want of caution	16	29	11	24
Servants.				
From causes beyond their own control	2	7	5	18
From misconduct or want of caution	39	134	33	102
Others.				
Whilst passing over railways at level-crossings	5	6	2	1
Trespassers, including suicides	70	26	46	13
Other persons	3	2	3	2
Total	154	239	102	173
Total open mileage	15,759¼		13,176	
Total train-mileage	13,263,150		11,511,133	

* Except where statistics for five quarters are not available for any line.

23. In addition to the above, 16 persons are reported to have been killed and 34 injured in yards, workshops, &c., and 166 persons to have died in carriages and at stations from causes unconnected with the working of trains.

Resolution.—The Government of India notices that, with an increase of 2583·25 miles, or 19·61 per cent., in the mean-mileage open, and of 1,752,017 miles, or 15·22 per cent., in the train-mileage, the number of accidents to trains, rolling-stock, permanent-way, &c., show an increase of 66 or 10·58 per cent., as compared with the average of the five corresponding previous quarters.

The number of passengers and others killed and injured by accidents to trains, &c., is 0·662 and 1·168 respectively per million of passengers carried.

The casualties to passengers from causes other than accidents to trains, &c., increased from 11 killed and 26 injured to 18 killed and 24 injured.

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., have also increased from 35 killed and 110 injured to 41 killed and 137 injured.

The total number of persons killed and injured from all causes over the whole of the Indian Railway system, as compared with the average of the corresponding quarters of five previous years, also show increases from 102 killed and 173 injured to 154 killed and 239 injured, or 50·98 and 38·15 per cent., respectively, against increases of 19·61 and 15·22 per cent. in the open and train mileages.

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, with the Abstract Returns, 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*.

F. B. HEBBERT,
Offg. Under-Secretary.

Documents accompanying.
Abstract Returns of Accidents for the fourth quarter of 1889.

Enclosures to P. W. D. No. 41 R. T., dated 5th August 1890.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the Fourth 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.	RAILWAY.		PASSENGERS.						RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS.						OTHER PERSONS.								TOTAL ALL CLASSES.	
			From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over Railways at Level-Crossings.		Trespassers and Suicides.		Miscellaneous, not included in preceding columns.		Total.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	STATE IMPERIAL.																							
(a) 1,690½	East Indian ...	Average for 5 corresponding previous quarters.	...	2	3	7	3	9	1	10	5	25	6	35	1	1	14	2	1	...	16	3	25	47
(b) 1,631½		1889	17	34	5	6	22	40	2	3	4	12	6	15	2	1	15	1	...	1	17	3	45	58
(c) 1,660½	Rajputana-Malwa ...	Average for 5 corresponding previous quarters.	...	...	1	3	1	3	...	...	5	7	5	7	...	...	4	2	...	...	4	2	10	12
1,699		1889	...	...	1	3	1	3	...	...	2	7	2	7	...	1	7	1	...	...	7	2	10	12
173½	Bengal-Nágpur	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	2	...	2	...	...	1	...	...	...	1	...	1	2
314½		1889	...	...	...	...	...	...	...	...	1	2	1	2	...	...	...	...	2	...	2	...	3	2
515	Southern Mahratta ...	Average for 5 corresponding previous quarters.	...	2	...	...	...	2	1	1	1	2	2	3	...	...	1	...	...	...	1	...	3	5
975½		1889	...	...	1	2	1	2	...	...	1	6	1	6	...	...	2	1	...	...	2	1	4	9
137½	Ditto, Mysore section ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
295½		1889	...	...	...	...	...	...	...	1	3	2	3	3	...	...	...	...	...	...	...	...	3	3
136½	Indian Midland	Corresponding previous quarter.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
(d) 751½		1889	...	...	...	1	...	1	...	2	2	2	2	4	...	...	2	...	...	...	2	...	4	5
(e) 2,102	North Western	Average for 5 corresponding previous quarters.	...	2	3	4	3	6	1	2	5	11	6	13	...	...	5	1	...	1	5	2	14	21
2,463		1889	2	...	4	2	6	2	...	...	6	7	6	7	1	...	7	4	...	...	8	4	20	13
655½	Oudh and Rohilkhand . .	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	1	4	1	4	...	...	3	1	...	...	3	1	4	6
692½		1889	...	...	1	2	1	2	...	...	1	3	1	3	1	2	3	1	...	...	4	3	6	8
45	Wardha Coal	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
45		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																							
[illegible]	[illegible]	Average for 5 corresponding previous quarters.	2	4	1	1	3	5	1	1	3	8	4	9	...	...	7	2	...	...	7	2	14	16
[illegible]		1889	...	...	2	1	3	1	...	...	1	15	1	15	...	...	9	7	...	...	9	7	12	23
27½	Nalhátí . . .	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27½		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
245	Tirhoot	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	1	1	...	...	1	1	...	...	2	...	...	...	2	...	3	1
273		1889	...	...	...	...	...	...	...	...	1	1	1	1	...	...	1	1	...	...	1	1	2	2
98	Lucknow-Sitapur-Seramau ...	Average for 2 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
105		1889	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
30½	Jorhát	Average for 4 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29½		1889	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7½	Cherra-Companygauj . .	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7½		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
325½	Burma	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	...	1	1	1	1	2	...	...	1	1	...	...	1	1	2	5
(g) 553		1889	...	...	...	1	...	1	...	1	...	2	...	3	...	...	2	2	...	...	2	2	2	6
	GUARANTEED COMPANIES.																							
852½	Madras	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	...	1	2	5	2	6	1	...	1	...	...	...	2	...	4	8
839		1889	...	...	1	3	1	3	...	...	...	19	...	19	...	...	3	...	1	...	4	...	5	22
(h) 670½	South Indian . . .	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	1	5	1	5	...	...	...	1	...	...	...	1	1	7
737		1889	...	...	...	1	...	1	...	...	1	14	1	14	1	2	2	...	...	...	3	2	4	17
(i) 1,497	Great Indian Peninsula .	Average for 5 corresponding previous quarters.	...	...	1	3	1	3	...	...	6	20	6	20	...	...	4	1	1	1	5	2	12	25
(j) 1,444½		1889	...	...	1	3	1	3	...	...	11	34	11	34	...	...	10	2	...	...	10	2	22	39
(k) 461	Bombay, Baroda and Central India	Average for 5 corresponding previous quarters.	...	...	1	1	1	1	...	...	1	7	1	7	...	...	1	1	1	...	2	1	4	9
461		1889	...	1	...	...	...	1	...	...	2	3	2	3	...	...	2	1	...	...	2	1	4	5
	ASSISTED COMPANIES.																							
50¾	Darjeeling-Himalayan . .	Average for 5 corresponding previous quarters.	...	1	...	...	...	1	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	1
51		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1
5	Deoghur	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4¾		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
78	Dibru-Sadiya . . .	Average for 4 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
78		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
288½	Bengal and North-Western .	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	1	1	1	1	...	...	1	1	...	...	1	1	2	3
376		1889	...	...	...	2	...	2	...	...	1	1	1	1	...	...	5	3	...	...	5	3	6	6

(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.
(c) Includes the Gaekwar's Mahsána railway.
(d) Includes the Sindia and Bhopal-Itársi State railways.
(e) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State railways.
(f) Includes the Bengal-Central railway.
(g) Includes the Toungoo-Mandalay extension.
(h) Includes the Villupuram-Guntakal State railway.
(i) Includes the Dhond-Manmád, Amráoti, Khámgaon and Bhopal-Itársi State railways.
(j) Includes the Dhond-Manmád, Amráoti and Khámgaon State railways.
(k) Includes the Pátri branch.

TABLE No. 1—*concluded.*

GENERAL TOTAL.

NUMBER of PERSONS reported during the Fourth Quarter of 1889 as KILLED or INJURED on the several Railways open for Traffic in INDIA, &c.—*concluded.*

Mean mileage open.	RAILWAY.		PASSENGERS.						RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS.						OTHER PERSONS.								TOTAL ALL CLASSES.	
			From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over Railways at Level-Crossings.		Trespassers and Suicides.		Miscellaneous, not included in preceding columns.		Total.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	ASSISTED COMPANIES—*concld.*																							
(a) 91	Rohilkhand-Kumaun	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
91		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Thatôn-Duyinzáik	Average for 4 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	FOREIGN.																							
	Pondicherry		...	...	...	...	...	...	...	Worked by the South Indian Railway.					...	...	...	...	...	...	...	...	...	...
	West of India Portuguese		...	...	...	...	...	...	...	...	Information not furnished.				...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																							
193¼	The Nizam's Guaranteed State	Average for 5 corresponding previous quarters.	...	...	1	...	1	...	...	1	...	1	...	2	...	...	1	...	...	...	1	...	2	2
(b) 354		1889	...	...	...	...	...	...	...	...	1	4	1	4	...	...	...	...	...	...	...	...	1	4
59	The Gaekwar's Dabhoi	Average for 5 corresponding previous quarters.	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
58¾		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
196¼	Bhávnagar-Gondal-Junágarh-Porbandar.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
329		1889	...	...	...	1	...	1	...	...	1	...	1	...	...	...	...	2	...	...	...	2	1	3
57½	Morvi	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
83¾	Jodhpore	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13,176	TOTAL	Average for 5 corresponding previous quarters(c).	2	13	11	24	13	37	5	18	33	102	38	120	2	1	46	13	3	2	51	16	102	173
15,759½		1889	19	35	16	29	35	64	2	7	39	134	41	141	5	6	70	26	3	2	78	34	154	239

(a) Includes the Bareilly-Pilibhit State railway.

(b) Includes the Bezváda 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 Fourth 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.

PASSENGERS.

Serial Number.	RAILWAY.	From accidents to trains, &c.—See Table No. 4. Killed.	From accidents to trains, &c. Injured.	From causes other than accidents to trains, &c.: 1. From falling between carriages and platforms. Killed.	1. Injured.	2. Falling on to the platform, ballast, &c., when getting into or out of trains. Killed.	2. Injured.	3. Whilst crossing the line at stations. Killed.	3. Injured.	4. By closing of carriage doors. Killed.	4. Injured.	5. Falling out of carriages during the travelling of trains. Killed.	5. Injured.	6. Other accidents. Killed.	6. Injured.	Total. Killed.	Total. Injured.	TOTAL PASSENGERS. Killed.	TOTAL PASSENGERS. Injured.
	STATE IMPERIAL.																		
1	East Indian (a)	17	29	3	2	...	...	...	...	...	...	2	6	...	3	5	11	22	40
2	Rajputana-Malwa (b)	...	...	...	...	1	...	...	...	...	...	...	...	...	3	1	3	1	3
3	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1	2	1	2
5	Ditto, Mysore section ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Indian Midland (c)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
7	North Western (d)	...	...	1	...	...	...	...	...	...	...	3	1	2	1	6	2	6	2
8	Oudh and Rohilkhand ...	...	...	...	...	...	1	1	...	...	...	...	1	...	...	1	2	1	2
9	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																		
10	Eastern Bengal (e)	...	...	...	1	...	...	...	...	...	...	1	...	1	...	2	1	2	1
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Lucknow-Sitapur-Seramau ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Burma (f)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
	GUARANTEED COMPANIES.																		
17	Madras	...	...	...	...	...	...	...	...	...	...	1	3	...	...	1	3	1	3
18	South Indian (g)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
19	Great Indian Peninsula (h) ...	...	1	...	...	1	...	...	...	...	1	...	...	...	1	1	2	1	3
20	Bombay, Baroda and Central India (i).	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
	ASSISTED COMPANIES.																		
21	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Bengal and North Western ...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	2	...	2
25	Rohilkhand-Kumaun (j) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	FOREIGN.																		
27	Pondicherry	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	West of India Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																		
29	The Nizam's Guaranteed State (k)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
32	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ... 1889 ...	17	30	4	4	2	2	1	...	...	1	7	18	4	9	18	34	35	64
	TOTAL ... Average for 5 corresponding previous quarters (l) ...	2	11	2	3	2	4	1	1	...	1	4	12	2	5	11	26	13	37

SERVANTS.

Serial Number.	RAILWAY.	From accidents to trains, &c.—See Table No. 4. Killed.	From accidents to trains, &c. Injured.	From causes other than accidents to trains, &c.: 1. During shunting operations. Killed.	1. Injured.	2. Falling off engines, vans, wagons, &c. Killed.	2. Injured.	3. Coming in contact with over-bridges, &c., during the travelling of trains. Killed.	3. Injured.	4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines. Killed.	4. Injured.	5. Getting on or off trains, engines, &c. Killed.	5. Injured.	6. Whilst loading, unloading, or sheeting. Killed.	6. Injured.
1	East Indian (a)	...	...	1	2	...	2	...	...	...	...	1	...	...	1
2	Rajputana-Malwa (b)	...	1	1	...	...	1	...	...	...	...	...	1	...	...
3	Bengal-Nágpur	...	...	1	1	...	1	...	...	...	...	...	...	...	...
4	Southern Mahratta	...	...	...	...	1	...	...	...	...	...	...	2	...	2
5	Ditto, Mysore section	...	1	...	...	...	...	...	...	...	...	2	...	...	...
6	Indian Midland (c)	...	2	...	1	1	...	...	1	...	...	...	...	...	...
7	North Western (d)	...	...	2	2	...	...	...	...	...	...	...	...	1	...
8	Oudh and Rohilkhand	...	...	...	1	...	...	...	...	...	...	...	1	...	...
9	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Eastern Bengal (e)	...	...	...	1	...	1	...	1	...	...	...	2	...	3
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	1	1	...	...	...	...	...	...	...	...	...	...
13	Lucknow-Sitapur-Seramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Burma (f)	...	...	...	...	...	1	...	...	...	...	...	...	...	...
17	Madras	...	...	...	2	...	...	...	...	...	...	...	3	...	3
18	South Indian (g)	...	...	...	2	...	1	...	1	...	...	...	1	1	4
19	Great Indian Peninsula (h)	...	...	...	3	1	3	...	...	...	...	1	6	...	3
20	Bombay, Baroda and Central India (i).	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Bengal and North Western	...	...	...	1	...	...	...	...	...	...	...	...	...	...
25	Rohilkhand-Kumaun (j)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Pondicherry	...	...	...	...	...	...	...	...	...	...	Worked by the			
28	West of India Portuguese	...	...	...	...	...	...	...	...	...	...	Information			
29	The Nizam's Guaranteed State (k)	...	...	...	1	...	1	...	...	...	...	...	...	...	...
30	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	...	...	1	...	...	...
32	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ... 1889 ...	...	4	6	18	3	11	...	3	...	...	5	16	2	16
	TOTAL ... Average for 5 corresponding previous quarters (l) ...	3	10	5	9	4	11	...	1	...	1	2	7	1	14

SERVANTS (continued). From causes other than accidents to trains, &c.

Serial Number.	7. Whilst breaking, spragging or chocking wheels. Killed.	7. Injured.	8. Whilst working at cranes or capstans. Killed.	8. Injured.	9. Whilst working on the permanent-way or in sidings. Killed.	9. Injured.	10. Whilst walking along the line on the way home or to work. Killed.	10. Injured.	11. Whilst walking, crossing, or standing on the line. Killed.	11. Injured.	12. Whilst passing between vehicles. Killed.	12. Injured.	13. Whilst attending to the machinery of engines, cleaning them, &c. Killed.	13. Injured.	14. Whilst attending to gates at level-crossings. Killed.	14. Injured.	15. Falling or being caught between vehicles and platforms. Killed.	15. Injured.	16. Falling off ladders, scaffolds, platforms, &c. Killed.	16. Injured.	17. By falling of lamps, wagon-doors, timber, weights, &c. Killed.	17. Injured.	18. Whilst coupling or uncoupling wagons. Killed.	18. Injured.	19. Miscellaneous. Killed.	19. Injured.	Total. Killed.	Total. Injured.	TOTAL SERVANTS. Killed.	TOTAL SERVANTS. Injured.
1	...	1	...	...	1	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1	6	6	15	6	15
2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2	2	6	2	7
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	1	2
4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	6	1	6
5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	3	2	3	3
6	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	2	4
7	...	...	...	...	...	1	...	...	1	2	...	1	...	...	...	...	...	...	...	...	...	...	2	1	...	...	6	7	6	7
8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...	...	1	3	1	3
9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	...	...	...	...	...	...	...	1	1	...	...	...	...	1	...	...	...	...	...	...	...	2	...	1	...	2	1	15	1	15
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1
13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	3	...	3
17	...	...	...	1	...	3	...	...	...	2	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	3	...	19	...	19
18	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	14	1	14
19	...	...	...	...	1	...	1	...	4	3	...	...	...	...	...	...	...	...	...	...	...	2	1	4	2	10	11	34	11	34
20	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	2	2	3	2	3
21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	1	1	1
25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	South Indian Railway.								...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	not furnished.						...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	4	1	4
30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1889	...	1	...	1	2	6	2	2	9	8	1	4	...	1	1	...	...	...	1	1	1	9	3	7	5	33	41	137	41	141
TOTAL Average for 5 corresponding previous quarters (l)	...	1	...	1	2	4	2	2	7	9	1	1	1	4	1	...	1	2	..	5	...	7	3	8	5	23	35	110	38	120

OTHERS.

Serial Number.	Whilst passing over railways at level-crossings. Killed.	Level-crossings. Injured.	Trespassers. Killed.	Trespassers. Injured.	Suicides. Killed.	Suicides. Injured.	Miscellaneous. Killed.	Miscellaneous. Injured.	TOTAL OTHERS. Killed.	TOTAL OTHERS. Injured.	TOTAL ALL CLASSES. Killed.	TOTAL ALL CLASSES. Injured.	Serial number.
1	2	1	8	...	7	1	...	1	17	3	45	58	1
2	...	1	6	1	1	...	...	...	7	2	10	12	2
3	...	...	...	...	...	...	2	...	2	...	3	2	3
4	...	...	2	1	...	...	...	...	2	1	4	9	4
5	...	...	...	...	...	...	...	...	...	...	3	3	5
6	...	...	2	...	...	...	...	...	2	...	4	5	6
7	1	...	5	4	2	...	...	...	8	4	20	13	7
8	1	2	1	1	2	...	...	...	4	3	6	8	8
9	...	...	...	...	...	...	...	...	...	...	...	...	9
10	...	...	9	7	...	...	...	...	9	7	12	23	10
11	...	...	...	...	...	...	...	...	...	...	...	...	11
12	...	...	1	1	...	...	...	...	1	1	2	2	12
13	...	...	...	...	...	...	...	...	...	...	...	1	13
14	...	...	...	...	...	...	...	...	...	...	...	...	14
15	...	...	...	...	...	...	...	...	...	...	...	...	15
16	...	...	2	2	...	...	...	...	2	2	2	6	16
17	...	...	3	...	...	...	1	...	4	...	5	22	17
18	1	2	2	...	...	...	...	...	3	2	4	17	18
19	...	...	7	2	3	...	...	...	10	2	22	39	19
20	...	...	2	1	...	...	...	...	2	1	4	5	20
21	...	...	...	...	...	...	...	1	...	1	...	1	21
22	...	...	...	...	...	...	...	...	...	...	...	...	22
23	...	...	...	...	...	...	...	...	...	...	...	...	23
24	...	...	5	3	...	...	...	...	5	3	6	6	24
25	...	...	...	...	...	...	...	...	...	...	...	...	25
26	...	...	...	...	...	...	...	...	...	...	...	...	26
27	...	...	...	...	...	...	...	...	...	...	...	...	27
28	...	...	...	...	...	...	...	...	...	...	...	...	28
29	...	...	...	...	...	...	...	...	...	...	1	4	29
30	...	...	...	...	...	...	...	...	...	...	...	...	30
31	...	...	...	2	...	...	...	...	...	2	1	3	31
32	...	...	...	...	...	...	...	...	...	...	...	...	32
33	...	...	...	...	...	...	...	...	...	...	...	...	33
TOTAL 1889	5	6	55	25	15	1	3	2	78	34	154	239	
TOTAL Average for 5 corresponding previous quarters (l)	2	1	35	12	11	1	3	2	51	16	102	173	

(a) Includes the Patna-Gya, Dildárnagar-Gházipur and Tárakeshwar railways.
(b) Includes The Gaekwar's Mehsána railway.
(c) Includes the Sindia and Bhopal-Itársi State railways.
(d) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State railways.
(e) Includes the Bengal Central railway.
(f) Includes the Toungoo-Mandalay extension.
(g) Includes the Villupuram-Guntakal State railway.
(h) Includes the Dhond-Manmád, Khámgaon and Amráoti State railways.
(i) Includes the Pátri branch.
(j) Includes the Bareilly-Pilibhit State railway.
(k) Includes the Bezváda extension.
(l) Except where statistics for five quarters are not available for any line.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth 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.

CLASS.	EAST INDIAN (a).							RAJPUTANA-MALWA (d).							BENGAL-NAGPUR.						
	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	...	...	...	...	...	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	6	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	2	17	29	...	...	17	29	...	...	...	...	...	...	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	10	...	...	...	...	...	...	20	...	...	...	...	...	...	8	...	...	...	...	...	...
10. Ditto over obstructions on the line	2	(b)1	(b)1	...	...	1	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	11	...	...	...	...	...	...	3	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	3	...	...	...	...	...	...	5	...	...	...	...	...	...	4	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	2	...	...	...	...	...	...	14	...	...	...	...	...	...	4	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	5	...	...	...	1	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	30	(c)18	(c)30	...	...	18	30	98	...	...	...	1	...	1	23	...	...	...	...	...	...
Number of passenger miles			254,207,438							122,136,731							6,898,584				
,, of servants employed			26,774							13,287							3,155				
Train-mileage of all descriptions			1,999,072							1,414,579							111,034				

CLASS.	BENGAL-NAGPUR.							SOUTHERN MAHRATTA.							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.		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	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	3	...	...	...	...	...	...	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. Trains running over cattle on the line	...	...	...	...	...	...	...	23	...	...	...	...	...	...	3	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	4	...	...	...	...	...	...	4	...	...	...	...	...	...	3	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	...	...	...	...	...	...	48	...	...	...	...	...	...	11	...	...	...	1	...	1
Number of passenger miles			10,793,600																		
,, of servants employed			1,981																		
Train-mileage of all descriptions			118,143																		

(c) Includes the Patna-Gya, Dildárnagar-Gházípur and Tárakeshwar railways.
(b) Not passenger.

(c) One was not a passenger.
(d) Includes the Gackwar's Mehsána railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE IMPERIAL—*concluded.* | STATE PROVINCIAL.

CLASS.	INDIAN-MIDLAND (a).							NORTH WESTERN (b).							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.	
		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	...	...	...	...	...	...	1	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	6	...	...	...	...	...	...	2	...	...	...	...	...	...
4. Collisions between light engines	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	10	...	...	...	...	...	...	24	...	...	...	...	...	...	18	...	...	...	...	...	...
10. Ditto over obstructions on the line	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	(c)2	...	...	...	2
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	1	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...
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	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	3	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	23	...	...	...	2	...	2	87	...	...	...	...	...	...	28	...	(c)2	...	...	...	2
Number of passenger miles			27,540,916							149,850,069							59,001,272				
,, of servants employed			7,751							25,055							6,331				
Train-mileage of all descriptions			340,811							2,038,322							723,131				

CLASS.	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	...	...	...	...	...	...	...	1	...	...	...	...	...	...
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	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	8	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	2	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	26	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	5	...	...	...	...	...	...
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	...	...	...	...	...	...	...	10	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	2	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	5	...	...	...	...	...	...
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	...	...	...	...	...	...	...	5	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	...	...	...	...	...	...	68	...	...	...	...	...	...
Number of passenger miles			894,316							66,361,303				
,, of servants employed			(d) 404							10,020				
Train-mileage of all descriptions			21,247							834,850				

(a) Includes the Sindia and Bhopal-Itárei State railways.
(b) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State railways.
(c) Not passengers.

(d) Includes 20 servants employed on Colliery.
(e) Includes the Bengal Central railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*contd.*

CLASS.	NALHATI.					TIRHOOT.					LUCKNOW-SITAPUR-SEBAMAU.					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.	
		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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	2	...	...	...	...	...	...	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	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	1	...
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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	5	...	...	...	...	...	...	2	...	...	...	...	...	...	7	...	...	...	...	...	...
Number of passenger miles		889,734						22,699,258							3,334,286							205,349						36,447						
„ of servants employed		112						1,811							543							183						50						
Train-mileage of all descriptions		11,145						151,925							42,181							5,612						5,844						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—*continued.*

SUPPLEMENT TO THE GAZETTE OF INDIA, AUGUST

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concluded.* | GUARANTEED COMPANIES.

CLASS.	BURMA(a).					MADRAS.					SOUTH INDIAN(b).					GREAT INDIAN PENINSULA(c).					BOMBAY, BARODA AND CENTRAL INDIA.				
	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	...	...	...	...	...	...	3	...	...	...	...	...	...	4	...	...	...	...	...	...	2	...	...	...	...	1	...	...
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	1	...	...	...	...	...	...	8	...	...	...	...	...	...	8	...	...	...	...	...	...	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	1	...	...	...	...	...	...	7	...	...	...	...	...	...	21	...	...	...	...	...	...	14	...	1	...	...	3	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	3	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	5	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	10	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	3	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	2	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails																												

CLASS.	Assisted Companies—*concluded.* Thaton-Duyinzaik. No.	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.
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. 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	...	3	...	(*a*) 1	...	1	...
Number of passenger miles		301,897					
„ of servants employed		489					
Train-mileage of all descriptions		26,522					

(*a*) Not passenger.

(*b*) Includes the Bareilly-Pilibhit State railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1889, &c.—*continued.*

SEE ALSO TABLE NO. 4.

CLASS.	Foreign. Pondicherry. No.	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.
1. Collisions between passenger trains, or parts of passenger trains	Worked by the South Indian railway.						
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.							

CLASS.	Foreign. West of India Portuguese. No.	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.
1. Collisions between passenger trains, or parts of passenger trains	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.							

CLASS.	Native States. The Nizam's Guaranteed State (*a*). No.	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.
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	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	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. Trains running over cattle on the line	11	...	...	...	...	...	...
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	13	...	...	...	...	...	...
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.	...	...	...	...	...	...	...

CLASS.	Native States. The Gaekwar's Dabhoi. No.	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.
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	5	...	...	...	...	...	...
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.	...	...	...	...	...	...	...

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 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	61	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	17	29	...	2	17	31
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	1	...	1
9. Trains running over cattle on the line ...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	220	...	1	...	...	...	1
10. Ditto over obstructions on the line ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	23	(a)1	(a)4	...	...	1	4
11. Ditto through gates at level-crossings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	83	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
18. Ditto of couplings ...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	29	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...
25. Other accidents ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	...	...	...	1	...	1
TOTAL ALL CLASSES ...	12	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...	690	(b) 18	(c) 34	...	4	18	38

Number of passenger miles ...	11,927,909	1,290,707	3,176,998	1,220,909,903
" of servants employed ...	1,077	576	419	168,492
Train-mileage of all descriptions ...	114,361	17,664	26,889	13,263,150

(a) Not passengers. (b) Of these one was not a passenger. (c) Of these four were not passengers.

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 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.	RAILWAY.	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.	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 passenger miles. Killed.	Total passengers. Per million passenger miles. Injured.	Serial Number.
	STATE IMPERIAL.																																											
1	East Indian (*a*)	...	1	...	1	1	6	2	...	10	2	...	...	...	3	...	...	...	...	2	...	1	...	...	1	...	...	30	18	30	...	...	18	30	1,631¼	3,524,262	1,999,072	254,207,438	2,160	1,225	155,836	4·824	8·229	0·067	0·114	1
2	Rajputana-Malwa (*c*) ...	1	3	3	...	3	4	...	1	20	6	...	...	11	5	...	...	15	...	14	...	6	...	...	1	...	...	98	...	...	...	1	...	1	1,699	2,154,625	1,414,579	122,136,731	1,268	833	71,887	...	...	...	...	2
3	Bengal-Nágpur ...	1	...	...	...	1	...	1	...	8	...	...	...	3	4	...	...	...	...	4	...	...	...	...	1	23	...	...	...	...	...	...	...	314¾	215,580	111,034	6,898,584	685	353	21,918	...	...	...	...	3
4	Southern Mahratta ...	...	1	2	...	3	...	...	...	3	...	...	...	...	4	1	...	...	...	1	...	...	...	1	48	...	...	...	...	...	...	...	975½	690,757	392,961	34,140,971	708	403	34,998	...	...	...	...	4
5	Ditto, Mysore section ...	...	...	...	...	2	...	...	1	3	...	...	...	...	3	...	...	...	...	2	...	...	...	...	11	...	...	1	...	1	...	1	295½	230,261	118,143	10,793,600	779	399	36,496	...	...	...	...	5
6	Indian Midland (*d*) ...	...	...	...	1	1	1	1	...	10	2	...	...	10	15	...	...	...	...	1	...	1	...	...	23	1	3	2	...	2	...	2	751¼	371,494	340,811	27,540,916	494	454	36,648	...	...	...	...	6
7	North Western (*e*) ...	...	3	6	1	3	7	...	...	24	...	2	...	...	...	...	...	...	...	...	...	1	...	...	87	...	2	13	...	...	...	...	2,463	2,391,937	2,038,322	149,850,069	971	828	60,840	...	...	...	...	7
8	Oudh and Rohilkhand ...	...	1	2	...	...	...	...	...	18	1	...	...	...	...	1	...	...	...	...	...	5	...	...	28	...	(*f*)2	...	...	...	...	2	692¼	1,188,415	723,131	59,001,272	1,716	1,044	85,200	...	...	...	...	8
9	Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45	35,770	21,247	894,316	795	472	19,874	...	...	...	...	9
	STATE PROVINCIAL.																																											
10	Eastern Bengal (*g*) ...	...	1	1	1	1	8	2	...	26	5	1	...	...	10	...	...	2	...	5	...	...	...	...	68	...	5	...	...	...	...	...	872	2,067,474	834,850	66,361,303	2,371	957	76,102	...	...	...	...	10
11	Nalhâti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	27¼	44,022	11,145	889,734	1,615	409	32,651	...	...	...	...	11
12	Tirhoot	...	...	...	...	...	...	2	...	2	...	...	...	1	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	273	582,699	151,925	22,699,258	2,134	556	83,147	...	...	...	...	12
13	Lucknow-Sitapur-Seramau ...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	105	125,556	42,181	3,334,286	1,196	402	31,755	...	...	...	...	13
14	Jorhát	...	...	...	...	...	4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	1	29½	19,128	5,612	205,349	648	190	6,961	...	...	...	...	14
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	7¼	7,739	5,814	36,447	1,032	779	4,860	...	...	...	...	15
16	Burma (*h*)	...	...	1	...	...	1	...	...	1	1	1	...	1	5	...	...	...	...	3	...	1	...	...	15	...	...	...	...	...	...	...	553	1,238,361	348,443	46,413,463	2,239	630	83,930	...	...	...	...	16
	GUARANTEED COMPANIES.																																											
17	Madras	...	...	3	...	1	8	...	...	7	2	2	...	...	...	...	...	...	...	...	...	...	...	3	30	1	...	...	...	...	...	...	839	2,087,547	596,129	81,994,641	2,488	711	97,729	...	...	...	...	17
18	South Indian (*i*)	...	...	4	...	...	8	...	...	21	...	1	...	3	3	...	...	...	2	3	...	3	1	...	52	...	1	2	...	...	...	...	737	2,017,951	551,560	69,017,493	2,738	747	93,646	...	...	...	...	18
19	Great Indian Peninsula (*j*) ...	...	...	2	...	1	2	...	...	14	...	3	...	3	10	...	...	...	...	...	...	...	...	1	47	...	1	...	...	...	1	1,444¼	2,463,691	2,427,845	138,283,442	1,706	1,681	95,747	...	...	...	...	19
20	Bombay, Baroda, and Central India (*k*)	...	...	1	...	...	3	...	...	3	...	...	..	...	...	...	...	...	...	2	...	...	...	24	33	...	...	...	...	...	...	...	461	2,771,495	523,955	70,901,971	6,012	1,137	153,800	...	...	...	...	20
	ASSISTED COMPANIES.																																											
21	Darjeeling-Himalayan... ...	...	...	...	...	1	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	(*f*)1	...	...	...	1	51	13,068	26,522	301,897	256	520	5,920	...	...	...	...	21
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4¾	56,256	3,360	269,466	11,843	707	56,730	...	...	...	...	22
23	Dibru-Sadiya ...	...	...	1	...	4	1	...	...	4	...	1	...	...	4	...	...	...	...	2	...	...	...	1	18	...	...	...	...	...	...	...	78	21,560	31,624	559,993	276	405	7,179	...	...	...	...	23
24	Bengal and North-Western ...	...	...	...	...	2	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	376	536,648	189,825	18,749,607	1,427	505	49,866	...	...	...	...	24
25	Rohilkhand-Kumaun (*l*) ...	...	...	...	...	1	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	1	7	...	...	...	...	...	...	...	91	68,855	22,172	2,295,542	737	244	25,226	...	...	...	...	25
26	Thâton-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	3,064	2,224	24,512	383	278	3,064	...	...	...	...	26
	FOREIGN.																																											
27	Pondicherry ...	Indian Railway not furnished.																																										27
28	West of India Portuguese ...	Worked by the South																																										28
	NATIVE STATES.																																											
29	The Nizam's Guaranteed State (*m*) ...	...	1	1	...	...	2	...	...	11	...	...	...	...	13	...	...	...	...	...	...	1	1	...	31	1	1	2	...	...	...	...	354	280,005	156,625	15,274,235	791	442	43,148	...	...	...	...	29
30	The Gaekwar's Dabhoi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58¾	72,260	13,095	1,437,753	1,230	223	24,472	...	...	...	...	30
31	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	1	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	329	295,092	114,861	11,927,909	897	348	36,255	...	...	...	...	31
32	Morvi	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	5	...	1	...	...	3	...	...	...	...	...	...	...	68	87,092	17,664	1,290,707	545	260	18,981	...	...	...	...	32
33	Jodhpore	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	124	71,409	26,889	3,176,998	576	217	25,621	...	...	...	...	33
	TOTAL { 1888...	2	11	27	4	22	61	8	2	220	23	13	...	32	83	2	1	18	2	45	...	18	18	28	9	41	690	18	34	...	4	18	38	15,759¼	25,684,078	13,263,150	1,220,909,903	1,630	842	77,473	0·662	1·168	0·014	0·025	
	TOTAL { Average for 5 corresponding previous quarters (*o*)	2	11	19	3	20	82	12	2	190	22	14	23		57	4	...	11	...	35	...	8	10	24	8	54	624	2	11	3	10	5	21	13,176	20,734,308	11,511,133	983,719,348	1,574	874	74,660	0·096	0·530	0·002	0·011	

(*a*) Includes the Patna-Gya, Dildárnagar-Gházipur and Tárakeshwar railways.
(*b*) Of these one was not a passenger.
(*c*) Includes the Gaekwar's Baháda railway.
(*d*) Includes the Gwalior and Bhopal-Itárai State railways.
(*e*) Includes the Amritsar-Pathánkot and Sirhind-Bhatinda State railways.
(*f*) Not passengers.
(*g*) Includes the Bengal Central railway.
(*h*) Includes the Toungoo-Mandalay extension.
(*i*) ... Guntakal State railway.
... Khámgaon and Amráoti State railways.
... branch.
... Bilhaut State railway.
(*m*) Includes the Benvára extension.
(*n*) Of these four were not passengers.
(*o*) Except where statistics for five quarters are not available for any line.

Letter from the Consulting Engineer to the Government of India for Railways, Calcutta, to the Government of India, dated the 13th of November 1889.

I have the honour to forward the accompanying report of the enquiry into a fatal accident at Hathras Station on the East Indian Railway, 857 miles from Calcutta, which occurred on October 27th last.

2. The enquiry was made as soon as possible on the spot by Lieutenant-Colonel J. A. Little, Officiating Deputy Consulting Engineer.

3. I entirely agree with his conclusion as to the cause of the accident, *viz.*, "that it was a break-down of the human machine, which had for years worked correctly, and for once went astray, and it shows how absolutely essential it is that, as far as possible, there should be always some independent check, for without it safety for a prolonged period is improbable, if not impossible."

4. I also strongly support his recommendation that automatic disc signals should be erected at points at stations.

5. But I go further than he does. I think these signals should be erected not only at points at some stations, but generally at all main line points at all or almost all stations; and that at large stations disc signals should be erected at other points where they may be deemed necessary. Disc signals at points should, in short, be the rule, not the exception.

6. The superiority of the Eastern Bengal State Railway over the East Indian Railway in respect of disc signals at points is, I may add, marked.

7. From page 2 of Colonel Little's descriptions it seems that pointsmen are on duty twice for periods of 6 hours each out of every 24 hours and off duty twice for similar periods out of every 24 hours. In other words, 6 hours is the longest period that any man has to himself for the purposes of cooking meals, other domestic affairs and sleep.

8. And though, as Colonel Little thinks, the fatal accident that occurred may not have been due to the above system, it is obvious that an arrangement which divides the 24 hours into watches that give every man 12 hours' work, and no man sufficient time for sound sleep, is calculated to keep him in the "confused" state that Colonel Little mentions, and is consequently fraught with danger to the public.

9. I therefore think that this arrangement of watches should no longer continue.

Enquiry into the circumstances connected with an accident at Hathras Junction to the Down Mail of 27th October 1889.

Report of Accident.

On the morning of Monday, the 28th October, I received a telegram from the Station Master at Hathras Junction, East Indian Railway, stating that a serious accident had occurred at his station to the Down Mail of the 27th October, through the fault of a jemadar, by which 15† passengers were killed and 39† injured.

The same day I started by mail train for the site to hold enquiry into the cause of the accident.

Description of locality.

The Hathras Junction Station is on the East Indian Railway, 857 miles from Calcutta.

It is the junction for the Cawnpore-Achnera metre-gauge railway, but is unconnected with it by a mixed gauge line.

This metre-gauge line crosses the lines of the East Indian Railway by an overbridge and returns by a back shunt to tranship platforms running parallel to and west of the East Indian lines.

Those lines of the East Indian Railway which are in any way connected with the accident consist, * * * of the main line, the station platform siding east of it, and two parallel dead sidings east and west of the main line and south of the station platform.

* * * * * * *

† In the quarterly return subsequently received the number of casualties is shown as 17 killed and 29 injured.

Evidence.

Station Master.—Daniel Radford, Station Master, Hathras, stated his duty was to warn the jemadar at the points when a train is to leave the station, and on this occasion he went past the water column and told the jemadar to have the points set as the train had left Páli (the preceding station).

Before the train starts it is his practice to exchange green signals with the jemadar to ascertain if the points are properly set.

When notice is received that a train has left the preceding station, all the points are set for the main line in case the train should overrun.

He, on this occasion, exchanged green signals with the jemadar, showing that the points were right for the mail; then gave the guard the line-clear message and showed another green signal to the driver to start.

He stated that it was not his practice to receive from the pointsman or jemadar the key of the points, nor was it in accordance with the orders he had received to see personally that the points were locked, but that it was the duty of the jemadar to lock the points, and that the meaning of the exchange of green signals was that the showing of the light by the jemadar was tantamount to an acknowledgment on the jemadar's part that the points were properly locked.

There are 4 jemadars for the whole yard, each is on duty 12 hours per diem in periods of 6 hours on and 6 hours off duty, excepting on every other Sunday when, in order to change the working hours of the men, 2 jemadars have to do 12 hours' consecutive duty with 6 hours off. On the following Sunday their duty amounts to only 6 hours and 12 hours off.

In addition to their duty on the East Indian Railway yard, 3 of them have to attend to the high level trains of the Cawnpore-Achnera Railway during the hours they are nominally off duty, which gives them, on an average, somewhat less than 2 hours a day more, or 14 hours in all. The jemadar on the points connected with the accident is not put on duty on the high level line, but simply attends to those points.

On this Sunday he was actually on duty from midnight Saturday-Sunday, to noon on Sunday, was then off duty for 6 hours, and came on again at 6 P.M., the collision occurring at or about 8-34 P.M., so that he had been on duty about 2½ hours after a rest of 6 hours.

Guard.—Mr. Jardine was the guard of the rear brake. He stated that his duty was to exchange signals with the driver within station limits, that is, between distant signals. Both driver and brakesman exchange signals with him.

On his getting on to the beginning of the curve he exchanged white signals with the driver, but immediately after he noticed that the front part of the train was on the siding. He also heard the jemadar shouting and saw him showing his red light.

On this he at once showed his own red light, but failed to attract the driver's attention. He then applied his brake and pulled the cord of communication with the engine brake whistle.

The cord, which was an old one, broke, but it had done its work in sounding the whistle.

The engine, leading brake-van and 2 front vehicles were the only ones which were damaged, the remainder of the train entirely escaping injury.

The engine passed on through the buffer and stopped in the berm below the bank. The rear of the brake-van was standing up over the leading 3rd class carriage, and the carriage behind had the leading wheels off the road, and was telescoped over the floor of the leading carriage.

There was no communication between the guard and the brakesman in the front brake.

Sub-Assistant Station Master Ananda Chander Chatterjee—Stated it was not part of his duty to go personally to see that the points were locked.

Driver John William Parsons—Stated he had been a driver for 22 years. When he had passed the points some distance he received, as usual, a white light signal from the guard from the left hand side of his engine, and after this, as he had work to do on his engine, did not look further.

Very shortly after, his brake whistle sounded and he at once shut off steam and put on the steam-brake and the fireman put on his hand-brake, when the collision occurred. The first signal of alarm was the whistle. He was going from 8 to 10 miles an hour, and he had taken 2 minutes to do the 1,520 feet from the starting point to the buffer.

The night was very dark; he knew he had to go over a curve, and as the cross-over went on to the dead siding as well, he did not find any thing to notice in travelling on the curve; the length of the straight portion between the curves is so short that he could not tell whether he was on main line or siding. Considers it his duty only to see that the signal of "all right" is given by the guard, and then to go on as fast as possible.

He did not again look out after receiving the signal from the guard, as he was attending to his engine, but he occasionally does. When he heard the whistle, he was only a few yards from the buffer.

Fireman W. J. Hedges—Heard the alarm whistle and attempted to put on the hand-brake, but just as he was doing so the collision occurred.

The driver shut off steam and stepped across to put on steam-brake, but there was no time for it to take effect. No one looked out behind after the "all right" signal had been received.

Jemadar Jaganath—Worked for 4 or 5 years as pointsman and 2 years as jemadar; he had only cleared the shunting which had been previously going on, when the mail had left the previous station. He thought he had put the

lever right, but was confused and did not know for which line the points were right.

It is usual for him to lock the points, but did not do so on this occasion. When 3 carriages had passed he became aware the train was on the siding, and he then ran forward and showed the red light and saw the guard show his red light also.

Conclusion.

It appears from the evidence perfectly clear that the Jemadar Jaganath is solely to blame for the accident; he undoubtedly set the points for the siding by mistake, thinking they were set for the main line, and so believing he signalled to the Station Master that the points were correct.

The enquiries made by me, and also independently at my request by the Assistant Inspector General of Railway Police, as to the hours of working of the several employés concerned, do not, in my opinion, point to the accident being due to too long hours.

I was a break-down of the human machine which had for years worked correctly, and for once went astray, and it shows how absolutely essential it is that, as far as possible, there should be always some independent check, for without it safety for a prolonged period is improbable, if not impossible.

The mail train of 19 vehicles was made up, besides engine and tender, of 2 brakes, 3 first class carriages, 4 second class carriages, 1 intermediate, 7 third class, 1 luggage van, and 1 Post Office van.

It arrived at the station in correct time at 20-22, and started to correct time at 20-32 on the 27th October.

The pointsman who was at the lever * * * * * exchanged signals with the Station Master, who was standing at the west end of the platform near the water column, where the engine was, informing him by showing his green light that the main line points were closed and "all right" for the passage of the train, and the guard was given the line-clear message, and another green signal was shown the driver to start.

Instead, however, of the points of the main line being closed and locked for the train to pass on to it they were open, and the points to the dead siding closed, so that the mail went on to the siding instead of the main line.

On the guard's brake passing on to the curve leading to the main line he showed a white signal to the driver, who at once passed from the left-hand side of his engine to attend to work on it.

Immediately after the guard had showed this white signal he found he was on the wrong line, and also noticed that the jemadar was showing a red light; he then also showed his red light on the left side, then applied his brake and pulled the cord communicating with the whistle on the engine.

The driver failed to see either guard's or jemadar's red signal, but immediately on hearing the whistle shut off steam, and was on the point of applying the steam brake when he ran into the dead buffer.

The buffer was made of rails, without any solid ramp of earth behind.

The engine passed on and ran down the slope about 4 feet in height and stopped at the measured distance of 69 feet from the dead buffer to the engine front buffer. The brake-van immediately behind the tender followed, and its rear portion projected above the rails, the women's carriage immediately behind the brake ran into it, and the brake entirely swept away the upper wood work to nearly the middle of the carriage.

The next third class carriage, occupied by males, crashed through and mounted on to the rear part of the females' carriage, thus adding to the work of destruction.

The numbers killed were 18,† and removed to hospital injured 28,† besides a few slightly injured who continued their journey.

† In the quarterly return subsequently received the number of casualties is shown as 17 killed and 29 injured.

All the killed and injured were in this leading third class females' carriage. There were no injured in the next carriage, nor was the guard or any other passenger even slightly wounded.

The distance * * * from the water column or point of departure of the engine to the dead buffer, the site of the accident, was 1,520 feet, and the time taken in doing the distance was about 2 minutes, so that the speed at the moment of collision was probably about 12 miles an hour.

This 2 minutes' time was arrived at by timing a subsequent mail train in doing the same distance.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—Irrigations.

COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL ON NEW WORKS OF IRRIGATION IN THE DECCAN AND GUJARAT FOR 1889-90.

Comparative Statement of Irrigation and Rainfall on Canals in the Deccan and Gujarat for the year 1889-90.

Number.	Collectorate.	Name of Work.	AREA UNDER COMMAND. Gross Acres.	AREA UNDER COMMAND. Irrigable Acres.	AREA IRRIGATED. Fusl Kharif, 1889-90. Total Acres.	Fusl Kharif, 1889-90. In comparison with 1888-89. Increase.	Fusl Kharif, 1889-90. In comparison with 1888-89. Decrease.	Fusl Rabi, 1889-90. Total Acres.	Fusl Rabi, 1889-90. In comparison with 1888-89. Increase.	Fusl Rabi, 1889-90. In comparison with 1888-89. Decrease.	Whole year 1889-90. Total Acres.	Whole year 1889-90. In comparison with 1888-89. Increase.	Whole year 1889-90. In comparison with 1888-89. Decrease.	Percentage of Increase or Decrease.	RAINFALL. 1888-89.	RAINFALL. 1889-90.	Percentage of Increase or Decrease in 1889-90.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	Ahmedabad.	Háthmati Canal	44,744	28,840	909	...	101	1,441	...	16	2,350	...	117	−4·74	K. 13·00 R. 2·17 T. 15·17	K. 27·89 R. 0·17 T. 28·06	85	At Parántij.
2	Ahmedabad.	Khári Cut	3,890	3,890	2,267	2,254	...	4	4	...	2,271	2,258	...	17,369·23	K. 11·15 R. 2·43 T. 13·58	K. 22·55 R. 1·04 T. 23·59	74	Rainfall at Ahmedabad.
3	Khandesh.	Hartála Tank	584	415	6	...	41	60	...	81	66	...	122	−65	K. 19·17 R. 0·31 T. 19·48	K. 25·02 R. 2·05 T. 27·07	39	
4	Khandesh.	Mukti Reservoir { *Lower Panjhra River Works.* }	13,117	12,627	359	...	155	225	...	45	584	...	200	−25	K. 10·63 R. 2·47 T. 13·10	K. 12·84 R. 0·54 T. 13·38	02	Rainfall at Mukti Tank.
5	Khandesh.	Mhasva Tank	4,093	3,912	16	...	94	18	...	277	205	...	371	−64	K. 15·10 R. 2·14 T. 17·24	K. 22·43 R. 2·03 T. 24·46	42	
6	Khandesh.	Jámda Canals	46,288	40,185	743	...	1,477	1,280	...	1,674	2,023	...	3,151	−61	K. 14·40 R. 2·22 T. 16·62	K. 17·80 R. 1·04 T. 18·84	13	
7	Nasik.	Parsul Tank	*2,593	*2,386	190	190	...	124	124	...	314	314	...	100	K. 8·93 R. 1·11 T. 10·04	K. 8·56 R. 4·43 T. 12·99	29	* Approximate figures.
8	Nasik.	Pálkhed Canal	28,832	23,466	1,331	669	...	980	...	253	2,311	416	...	22	K. 28·41 R. 0·33 T. 28·74	K. 14·99 R. 3·07 T. 18·06	−37	
9	Nasik.	Wadáli Canal (*Kadwa River Works.*)	3,486	2,433	256	218	...	260	40	...	516	258	...	100	K. 21·19 R. 1·93 T. 23·12	K. 12·51 R. 2·88 T. 15·39	−33	At Niphád.
10	Nasik.	Ojhar Támbat Canal (*Kadwa River Works.*)	8,055	6,824	216	58	...	47	...	139	263	...	81	−24	K. 10·08 R. 5·99 T. 16·07	K. 14·80 R. 3·90 T. 18·70	16	Rainfall at Ashwi.
11	Ahmednagar.	Ojhar Canal (*Pravara. River Works.*)	23,724	20,088	2,246	951	...	2,315	...	314	4,561	637	...	16	K. 7·84 R. 4·85 T. 12·09	K. 18·48 R. 7·69 T. 26·17	106	
12	Ahmednagar.	Lákh Canal (*Pravara. River Works.*)	29,913	22,760	255	...	66	67	...	426	322	...	492	−60	K. 15·74 R. 9·21 T. 24·95	K. 15·99 R. 3·18 T. 19·17	−23	* 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 1888-89, K. 10·95, R. 5·92, T. 16·87; in 1889-90, K. 14·46, R. 7·35, T. 21·81. The rainfall at Kásurdi, the 44th mile, and at Khedgaon, the 61st mile, is given opposite Kásurdi and Mátoba Tanks respectively.
13	Ahmednagar.	Bhátodi Tank	*15,126	*12,124	82	...	725	1,225	312	...	1,307	...	413	−24	K. 26·80 R. 4·67 T. 31·47	K. 28·88 R. 7·12 T. 36·00	14	
14	Poona.	Mutha Canals	94,087	49,800	7,653	434	...	5,685	3,140	...	13,338	3,574	...	37	K. 8·38 R. 4·70 T. 13·08	K. 14·51 R. 8·85 T. 23·36	78	
15	Poona.	Kásurdi Tank	597	478	53	53	...	192	48	...	245	101	...	70	K. 20·61 R. 2·71 T. 23·32	K. 10·32 R. 9·14 T. 19·46	−17	
16	Poona.	Mátoba Tank	10,700	7,133	1,094	132	...	1,083	180	...	2,177	312	...	17	K. 9·36 R. 5·01 T. 14·37	K. 18·07 R. 7·84 T. 25·91	80	
17	Poona.	Shirsuphal Tank	4,500	2,500	643	51	...	659	...	502	1,302	...	451	−26	K. 12·54 R. 8·03 T. 20·57	K. 19·44 R. 6·25 T. 25·69	25	* Increase due to opening of the left bank canal. The increased area first appears in the Revenue Report for 1888-89.
18	Poona.	Bhádalvádi Tank	*3,000	*2,400	525	106	...	460	169	...	985	275	...	39				

Comparative Statement of Irrigation and Rainfall

Number.	Collectorate.	Name of Work.	AREA UNDER COMMAND. Gross Acres.	AREA UNDER COMMAND. Irrigable Acres.	AREA IRRIGATED. Fusl Kharif, 1889-90. Total Acres.	In comparison with 1888-89. Increase.	In comparison with 1888-89. Decrease.	Fusl Rabi, 1889-90. Total Acres.	In comparison with 1888-89. Increase.	In comparison with 1888-89. Decrease.
1	2	3	4	5	6	7	8	9	10	11
19	Poona.	Nira Canal	*160,379	*134,935	9,819	5,610	...	12,111	...	2,239
20	Sholápur.	Ekrúk Tank	17,152	15,320	1,335	...	285	1,199	...	157
21	Sholápur.	Koregaon Tank	Survey	not made.	13	...	138	323	244	...
22	Sholápur.	Ashti Tank	17,882	14,476	829	...	151	618	...	819
23	Sholápur and Sátára.	Mhaswad Tank	47,300	41,232	4,074	1,109	...	2,718	...	421
24	Bijápur.	Muchkundi Tank	5,570	3,417	2	...	...	...	...	...
25	Sátára.	Revári Canal	3,813	3,624	192	...	33	1,033	258	...
26	Sátára.	Yerla Canals	11,234	10,680	774	83	...	1,150	178	...
27	Sátára.	Pingli Tank (*Upper Mán River Works.*)	6,786	5,966	743	...	3	688	54	...
28	Sátára.	Gondoli Canal (*Upper Mán River Works.*)								
29	Sátára.	Maini Tank	4,876	4,625	1,326	20	...	449	...	132
30	Sátára.	Chikhli Canal	1,871	1,478	312	...	19	101	24	...
31	Sátára.	Krishna Canal	27,407	25,533	1,667	...	252	2,065	609	...
32	Belgaum.	Gokák Canal, First Section	18,668	16,663	2,992	654	...	1,186	...	13
33	Dhárwár.	Dámbal Tank	3,955	3,885	83	...	47	69	...	19
34	Dhárwár.	Madag Tank	2,045	2,024	390	36	...	261	...	23
35	Dhárwár.	Medleri Tank	1,916	1,052	95	...	16	9	5	...
36	Dhárwár.	Assundi Tank	1,800	1,800	49	...	37	26	...	1
			669,983	528,971	43,539	8,988	...	40,302	...	2,462

Note.—*Minus* figures in columns 15

on Canals in the Deccan and Gujarát for the Year 1889-90—continued.

IRRIGATED. Whole year 1889-90. Total Acres.	In comparison with 1888-89. Increase.	In comparison with 1888-89. Decrease.	Percentage of Increase or Decrease.	RAINFALL. 1888-89.	RAINFALL. 1889-90.	Percentage of Increase or Decrease in 1889-90.	Remarks.
12	13	14	15	16	17	18	19
21,930	3,371	...	18	K. 10·72 R. 4·37 T.† 15·09	K. 16·75 R. 7·82 T. 24·57	63	* The increase in the acreage commanded is due to extension of canal and completion of distributaries up to 89th mile and 4,620 feet and 90th mile and 705 feet respectively. † Average for Pimpri Vadgaon, Pandhara, Bárámati and Sansur and Haturuch.
2,534	...	442	—15	K. 17·83 R. 4·06 T. 22·79	K. 23·72 R. 7·94 T. 31·66	39	
336	106	...	46	K. 16·94 R. 8·56 T. 25·50	K. 30·65 R. 5·68 T. 36·33	42	
1,447	...	970	—40	K. 13·02 R. 6·36 T. 19·38	K. 20·05 R. 9·62 T. 29·67	53	
6,792	688	...	11	K. 12·59 R. 5·68 T. 18·27‡	K. 15·26 R. 12·07 T. 27·33	49	Average of Rájewádi and Khatphal.
2	...	...	...	K. 15·60 R. 3·66 T. 19·26	K. 11·71 R. 8·98 T. 20·69	7	
1,225	225	...	23	K. 22·57 R. 5·93 T. 28·50	K. 22·09 R. 12·83 T. 34·92	23	
1,924	261	...	16	K. 21·36 R. 5·96 T. 27·32	K. 22·64 R. 13·37 T. 36·01	32	
1,431	51	...	4	K. 11·97 R. 6·92 T. 18·89	K. 14·34 R. 9·86 T. 24·20	28	Pingli rainfall.
				K. 15·02 R. 5·05 T. 20·07	K. 15·29 R. 10·84 T. 26·13	30	Gondoli do.
1,775	...	112	—6	K. 14·19 R. 3·62 T. 17·81	K. 17·58 R. 18·08 T. 35·66	100	
413	5	...	1	K. 16·41 R. 5·05 T. 21·46	K. 21·74 R. 10·45 T. 32·19	50	
3,732	357	...	11	K. 13·78 R. 4·30 T. 18·08	K. 18·25 R. 14·71 T. 32·96	82	
4,178	341	...	9	K. 12·57 R. 4·14 T. 16·71	K. 14·49 R. 8·23 T. 22·72	36	
152	...	66	—30	K. 6·85 R. 4·30 T. 11·15	K. 15·80 R. 3·48 T. 19·28	73	
651	13	...	2	K. 22·41 R. 5·40 T. 27·81	K. 21·78 R. 7·40 T. 29·18	5	
104	...	11	—10	K. 12·39 R. 4·46 T. 16·85	K. 21·53 R. 3·59 T. 25·12	49	
75	...	38	—34				
83,841	6,526	...	8½	19·65	25·44		

and 18 show percentage of decrease.

Statement showing the proportion between the amount of water available for consumption and that actually used for purposes of Irrigation during 1889-90 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	16	17	1·06	153	68	0·444	51	48	0·94	16	20	1·25
Jámda	24·66	†27·98	1·13	238·42	31·28	0·13	121·03	39·16	0·32	25·78	16·61	0·64
Pálkhed	0·81	*15·48	19·11	46·48	11·43	0·25	28·38	16·76	0·58	1·09	*12·57	11·53
Ojhar	62·21	21·47	0·34	103·71	31·94	0·31	76 54	27·95	0·37	28·93	19·02	0·66
Lákh	87·29	9·96	0·11	107·00	15·42	0·14	94·70	13·03	0·14	32·63	9·86	0·30
Nira Canal	5·5	31·42	·62	Over 455 cubic feet.	165	0·36	147	127	0·86	93	88	0·94
Rewári	6·31	3·78	0 59	7·89	2·93	0·38	15·00	6·32	0·42	12·91	4·38	0·34
Chikhli	4·60	0·76	0·17	6·99	1·89	0·27	15·00	7·09	0·47	9·19	4·68	0·51
Krishna	71·85	36·16	0·50	139·84	39·64	0·28	127·78	58·86	0·46	110·67	56·49	0·51
Gokák Canal, 1st Section	34·01	22·80	0·67	77·84	43·51	0·56	79·00	31·10	0·39	14·76	5 56	0·38

* Excess due to supply from the Wághad Tank.

† The discharge of the river is gauged at about two miles above the Head Works where the river flows over sand, it is not possible to gauge the flow through the sand, hence the apparent discrepancy.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN THE NORTH-WESTERN PROVINCES FOR THE RABI SEASON OF 1889-90 AND FOR THE WHOLE YEAR.

No. A24, Rabi Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

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, 1888-89.	Areas irrigated. Rabi, 1889-90.	1889-90, as compared with 1888-89. Increase.	1889-90, as compared with 1888-89. Decrease.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Saháranpur	1,425,920	1,093,101	27,907	61,805	33,898	...
Muzaffarnagar	1,072,000	908,497	74,839	123,099	48,260	...
Meerut	1,507,840	1,334,209	122,491	201,302	78,811	...
Bulandshahr	1,214,080	1,084,407	83,254	126,050	42,796	...
Aligarh	1,251,392	1,041,512	80,569	104,531	23,962	...
Muttra	932,480	862,096	30,395	50,058	19,663	...
Agra	1,187,844	958,205	16,934	24,796	7,862	...
Etah	1,112,960	894,829	41,785	61,614	19,829	...
Mainpuri	1,086,080	764,575	71,978	90,361	18,383	...
Farukhabad	1,100,160	864,792	32,725	35,621	2,896	...
Etáwah	1,084,160	795,233	118,536	110,433	...	8,103
Cawnpore	1,514,368	1,103,465	132,588	111,707	...	20,881
Delhi	805,120	525,440	50	66	16	...
Gurgaon	1,240,320	993,280	30,397	41,599	11,202	...
Dehra Dún	764,544	385,285	8,356	12,055	3,699	...
Bijnor	1,195,520	1,024,539	3,405	4,505	1,100	...
Tarái	590,720	560,856	9,676	15,982	6,306	...
Pilibhít	878,720	709,334	7,041	6,615	...	426
Bareilly	1,018,240	911,243	31,223	35,684	4,461	...
Jhánsi	1,002,752	724,553	1,519	482	...	1,037
Hamírpur	1,464,704	1,230,803	2,534	1,658	...	876
Jalaun	995,200	777,868	28,072	20,475	...	7,597
Kumaun Bhábar	Not known		57,183	53,006	...	4,177
Baoni State			145	13	...	132
Bairi State			21	...	...	21
Total	24,445,124	19,548,302	1,013,623	1,293,517	323,144	43,250
Net increase					279,894	...

District.	Rainfall for six months, October to March, 1889-90. October. 1888.	October. 1889.	November. 1888.	November. 1889.	December. 1888.	December. 1889.	January. 1889.	January. 1890.	February. 1889.	February. 1890.	March. 1889.	March. 1890.	Total. 1888-89.	Total. 1889-90.
	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches.	Inches.
Saháranpur	...	...	1·3	...	...	...	1·45	0·30	3·6	...	...	0·15	6·35	0·45
Muzaffarnagar	...	...	0·5	...	...	...	1·5	0·10	2·9	0·02	...	0·21	4·9	0·33
Meerut	0·1	...	0·48	...	...	...	1·72	...	2·83	...	4·68	0·32	9·81	0·32
Bulandshahr	0·4	...	...	...	...	...	1·22	0·29	2·46	...	3·77	0·11	7·85	0·40
Aligarh	0·16	...	...	...	...	...	1·3	...	1·64	...	3·23	0·10	6·33	0·10
Muttra	0·25	...	0·15	...	...	...	0·86	...	0·69	...	...	0·30	1·95	0·30
Agra	0·04	...	...	...	...	...	0·32	...	1·49	...	...	0·42	1·85	0·42
Etah	...	...	0·27	...	...	...	0·37	...	1·22	...	...	0·30	1·86	0·30
Mainpuri	0·65	...	...	...	...	...	0·59	...	2·19	...	2·94	...	6·37	...
Farukhabad	...	...	0·11	...	...	...	0·31	...	1·32	...	...	...	1·74	...
Etáwah	0·1	...	...	...	...	...	0·7	...	2·5	...	3·4	...	6·7	...
Cawnpore	...	...	...	...	...	...	1·63	...	1·83	...	...	0·47	3·46	0·47
Delhi	0·2	...	0·1	...	...	...	2·1	0·35	2·0	...	0·4	0·47	4·8	0·32
Gurgaon	0·5	...	...	...	...	...	0·7	0·54	1·8	...	0·4	0·65	3·4	1·19
Dehra Dún	0·42	...	1·55	...	...	...	3·79	0·85	4·13	0·05	0·14	0·97	10·03	1·87
Bijnor	...	...	...	...	...	...	2·23	0·10	1·71	...	...	0·44	3·94	0·54
Tarái	...	...	0·1	...	...	...	2·2	0·50	2·0	...	...	...	4·3	0·50
Pilibhít	...	...	0·34	0·30	...	...	1·37	0·40	3·16	...	...	0·40	4·87	1·10
Bareilly	...	...	0·5	...	...	...	0·6	...	1·7	...	...	0·40	2·8	0·40
Jhánsi	...	0·20	...	...	...	...	...	...	0·55	...	...	0·50	0·55	0·70
Hamírpur	...	0·04	0·10	...	...	...	0·72	...	1·37	...	...	0·33	2·25	0·37
Jalaun	...	...	...	...	...	...	0·4	...	1·2	...	...	...	1·6	...
Kumaun Bhábar	...	...	0·25	...	...	...	5·7	0·70	3·9	...	...	0·10	9·85	0·80
Baoni State	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bairi State	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ALLAHABAD,
The 14th July, 1890.

H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. B 24.—Rabi Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.	Sahâranpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Etah.	Mainpuri.	Farukhabad.	Etâwah.	Cawnpore.	Delhi.	Gurgaon.	Dehra Dún.	Bijnor.	Tarâi.	Pilibhit.	Bareilly.	Jhânsi.	Hamirpur.	Jalaun.	Kumaun Bhâbar.	Baoni State.	Bairi State.	TOTAL.
Gardens and orchards	836	818	1,224	1,511	660	162	96	153	79	23	78	218	...	68	667	2	...	20	72	4	60	4,242	287	2	...	11,282
Sugarcane	25	39	112	56	8	...	...	...	1	...	1	...	...	...	...	30	...	1	...	...	1	1	812	...	...	1,087
Cereals — Wheat	50,949	100,814	152,139	83,119	58,528	12,668	11,084	36,256	46,050	19,689	43,320	45,502	9	10,778	7,576	2,903	14,534	3,258	18,794	95	298	5,198	24,188	...	...	747,749
Cereals — Barley	1,925	2,825	8,624	8,350	10,124	5,825	1,783	3,667	11,599	9,926	9,081	31,779	3	3,198	1,065	106	175	639	2,802	...	...	...	4,116	...	.	117,612
Cereals — Oats	744	732	435	490	1	...	...	...	...	...	...	...		...	1,011	...	...	..	...	...	...	...	...	...	...	3,413
Cereals — Chena	...	4	3	76	183	2	54	124	244	23	112	6	...	1	...	...	...	...	...	5	...	...	7,307	...	...	8,144
Other grains	1,534	608	15,268	23,070	30,065	19,933	7,183	18,236	25,157	1,021	47,251	28,455	37	16,355	...	1,281	932	1,966	8,982	130	907	7,092	45	...	...	255,508
Pulses — Gram	3,417	11,013	10,840	3,584	2,359	11,233	3,754	1,819	1,818	760	3,650	2,280	15	11,026	266	52	106	265	1,596	172	165	760	552	...	.	71,502
Pulses — Peas	11	1,975	5,678	2,303	1	...	485	69	890	759	1,918	1,221	...	...	274	33	51	20	930	...	...	...	295	...	...	16,913
Pulses — Arhar	...	...	25	314	225	...	6	20	52	14	40	10	...	...	...	...	...	12	25	...	12	341	...	...	..	1,096
Pulses — Masur	942	1,833	1,112	347	...	...	...	...	...	...	4	2	..	...	307	90	37	162	622	7	...	...	1,004	...	...	6,469
Fodder crops	43	210	882	168	5	...	57	5	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,373
Fibres—Cotton, &c.	2	179	1,983	1,022	881	...	...	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,168
Dyes—Indigo, &c.	...	9	9	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
Drugs—Opium, &c.	17	3	13	149	242	1	2	378	3,475	2,900	3,729	713		...	367	..	3	6	225	...	2	3	551	...	...	12,779
Oilseeds	574	205	...	382	...	...	...	87	106	9	...	...	..	...	522	7	135	215	1,155	...	2	260	13,369	...	...	17,028
Miscellaneous	786	1,830	2,955	1,109	1,249	234	292	699	887	497	1,249	1,521	2	173	...	1	9	51	481	69	211	2,578	480	11	...	17,376
TOTAL RABI, 1889-90	61,805	123,099	201,302	126,050	104,531	50,058	24,796	61,614	90,361	35,621	110,433	111,707	66	41,599	12,055	4,505	15,982	6,615	35,684	482	1,658	20,475	53,006	13	—	1,293 517
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

ALLAHABAD,
The 14th July, 1890.

H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. C 24.– Rabi Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

Statement in acres of crops irrigated by Canals in Canal Divisions.

NATURE OF CROPS.	UPPER GANGES CANAL.						LOWER GANGES CANAL.						Jumna Canal.								BUNDELKHAND IRRIGATION WORKS.		GRAND TOTAL.
	Northern.	Anûpshahr.	Meerut.	Bulandshahr.	Aligarh.	TOTAL.	Narora.	Mainpuri.	Cawnpore.	Etâwah.	Bhognipur.	TOTAL.	Eastern Canal.	Agra Canal.	Betwa Canal.	Rohilkhand Canals.	Bijnor Canals.	Dún Canals.	Tarâi Canals.	Bhâbar Canals.	Jhânsi Lakes.	Hamirpur Lakes.	
Gardens and orchards	745	590	638	1,401	960	4,334	4	44	229	56	61	394	882	316	4,303	92	2	667	...	287	4	1	11,282
Sugarcane	5	14	82	88	...	189	..	1	...	...	1	2	51	...	1	1	30	...	...	812	...	1	1,087
Cereals — Wheat	57,941	61,065	80,440	71,742	79,226	350,414	14,191	26,176	34,899	63,815	28,793	167,374	119,532	33,585	5,248	25,741	2,903	7,576	10,845	24,188	77	266	747,749
Cereals — Barley	999	8,045	3,007	5,392	14,030	31,473	1,150	11,124	41,881	8,564	1,313	64,032	2,656	10,548	...	3,616	106	1,065	...	4,116	...	...	117,612
Cereals — Oats	1,448	...	390	563	1	2,402	...	...	...	...	...	...	...	...	...	...	...	1,011	...	...	...	...	3,413
Cereals — Chena	...	...	7	...	571	578	...	29	34	121	30	205	...	49	...	...	...	...	...	7,307	5	...	8,144
Other grains	33	7,271	11,736	15,040	55,813	89,893	2,731	4,821	533	57,261	34,206	99,552	1,878	42,850	7,195	11,880	1,281	...	...	45	130	804	255,508
Pulses — Gram	7,985	5,320	6,205	2,481	2,549	23,640	420	1,432	1,120	1,648	4,671	9,291	8,657	25,980	780	1,967	52	266	...	552	172	145	71,502
Pulses — Peas	...	2,670	1,312	2,329	...	6,311	56	635	1,257	1,181	1,684	4,813	3,791	485	...	1,001	33	274	...	295	...	...	16,913
Pulses — Arhar	...	78	...	26	484	588	4	49	9	37	17	116	...	2	352	37	...	...	...	...	...	1	1,096
Pulses — Masur	853	199	343	430	...	1,825	...	...	...	...	6	6	2,409	...	...	821	90	307	...	1,004	7	...	6,469
Fodder crops	51	83	515	181	16	846	...	...	...	...	...	...	470	57	...	...	...	...	...	...	...	...	1,373
Fibres—Cotton, &c.	13	15	1,477	788	1,552	3,845	...	...	...	...	...	...	323	...	...	...	...	...	...	...	...	...	4,168
Dyes—Indigo, &c.	...	...	18	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
Drugs—Opium, &c.	...	18	7	106	426	557	185	2,117	3,401	4,963	377	11,043	19	3	3	234	...	367	...	551	...	2	12,779
Oilseeds	195	382	...	...	...	577	...	202	...	...	...	202	584	...	260	1,505	7	522	..	13,369	...	2	17,028
Miscellaneous	331	1,511	925	323	2,341	5,431	100	482	1,567	1,280	664	4,093	3,285	676	2,863	541	1	...	...	480	1	5	17,376
TOTAL RABI, 1889-90	69,699	87,261	107,192	100,890	157,969	522,921	18,841	47,103	84,930	138,426	71,823	361,123	144,447	114,551	21,005	47,436	4,505	12,055	10,845	53,000	396	1,227	1,293,517
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	357,341	81,084	75,796	29,131	42,814	3,405	8,350	5,126	57,183	1,502	1,658	1,013,623

ALLAHABAD,
The 14th July, 1890.

H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. A24.—Annual Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF THE YEAR 1889-90.

Comparative Statement of Irrigation and Rainfall for the years 1888-89 and 1889-90 in Canal Districts of the North-Western Provinces.

DISTRICT.	Area in acres.	Culturable area in acres.	AREA IRRIGATED. KHARÍF, 1889. Total area.	In comparison with kharif, 1888. Increase.	Decrease.	RABI, 1889-90. Total area.	In comparison with rabi, 1888-89. Increase.	Decrease.	WHOLE YEAR, 1889-90. Total area.	In comparison with 1888-89. Increase.	Decrease.	Percentage of increase or decrease.	RAINFALL. 1888-89.	1889-90.	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	1,093,191	46,289	...	6,816	61,805	33,898	...	108,094	27,082	...	+33·4	53·72	38·29	—28·72
Muzaffarnagar	1,072,000	908,497	84,038	...	2,170	123,099	48,260	...	207,137	46,090	...	+28·6	43·65	29·44	—32·55
Meerut	1,507,840	1,334,209	123,620	...	1,839	201,302	78,811	...	324,922	76,972	...	+31·0	43·62	27·64	—36·63
Bulandshahr	1,214,080	1,084,407	68,215	8,106	...	126,050	42,796	...	194,265	50,902	...	+35·5	36·67	19·25	—47·77
Aligarh	1,251,392	1,041,512	44,432	4,743	...	104,531	23,962	...	148,963	28,705	...	+23·9	31·58	19·45	—38·41
Muttra	932,480	862,096	29,053	5,966	...	50,058	19,663	...	79,111	25,629	...	+47·9	26·11	20·95	—19·76
Agra	1,187,844	958,205	9,378	535	...	24,796	7,862	...	34,174	8,397	...	+32·6	31·04	20·53	—33·86
Etah	1,112,960	894,829	19,180	...	3,354	61,614	19,829	...	80,794	16,475	...	+25·6	33·32	24·98	—25·03
Mainpuri	1,086,080	764,575	29,142	2,698	...	90,361	18,383	...	119,503	21,081	...	+21·4	54·36	30·29	—44·28
Farukhabad	1,100,160	864,792	10,803	...	4,968	35,621	2,896	...	46,424	...	2,072	— 4·3	49·40	22·47	—54·51
Etáwah	1,084,160	795,233	51,646	...	1,926	110,433	...	8,103	162,079	...	10,029	— 5·8	41·00	18·79	—54·17
Cawnpore	1,514,368	1,103,465	44,487	...	15,319	111,707	...	20,881	156,194	...	36,200	—18·8	56·02	25·86	—53·84
Delhi	805,120	525,440	21	3	...	66	16	...	87	19	...	+27·9	38·6	26·12	—32·33
Gurgaon	1,240,320	993,280	26,192	8,539	...	41,599	11,202	...	67,791	19,741	...	+41·1	28·2	21·79	—22·73
Dehra Dún	764,544	385,285	7,165	384	...	12,055	3,699	...	19,220	4,083	...	+27·0	87·27	92·94	+ 6·49
Bijnor	1,195,520	1,024,539	4,757	519	...	4,505	1,100	...	9,262	1,619	...	+21·2	48·90	42·51	—13·07
Tarai	590,720	560,856	21,222	...	4,790	15,982	6,306	...	37,204	1,516	...	+ 4·2	59·80	81·60	+36·45
Pilibhít	878,720	709,334	6,051	62	...	6,615	...	426	12,666	...	364	— 2·8	67·29	61·40	— 8·75
Bareilly	1,018,240	911,423	35,442	259	...	35,684	4,461	...	71,126	4,720	...	+ 7·1	40·80	44·50	+ 9·07
Jhánsi	1,002,752	724,553	78	13	...	482	...	1,037	560	...	1,024	—64·6	38·22	22·33	—41·57
Hamírpur	1,464,704	1,230,803	318	115	...	1,658	...	876	1,976	...	761	—27·8	50·64	29·41	—41·92
Jalaun	995,200	777,868	3,218	...	260	20,475	...	7,597	23,693	...	7,857	—24·9	40·30	20·40	—49·38
Kumaun Bhábar	Not known		35,818	7,106	...	53,006	...	4,177	88,824	2,929	...	+3·4	86·65	115·50	+33·29
Baoni State			...	...	...	13	...	132	13	...	132	—91·0	...	...	...
Bairi State			...	...	...	...	...	21	...	...	21	—100·0	...	...	...
TOTAL	24,445,124	19,548,302	700,565	39,048	41,442	1,293,517	323,144	43,250	1,994,082	335,960	58,460	+16·2	...	...	...
			NET DECREASE 2,394			NET INCREASE, 279,894			NET INCREASE, 277,500						

ALLAHABAD,
The 14th July, 1890.

H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. B24.—Annual Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

IRRIGATION OPERATIONS OF THE YEAR 1889-90.

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.	Tarái.	Pilibhít.	Bareilly.	Jhánsi.	Hamírpur.	Jalaun.	Kumaun Bhábar.	Baoni State.	Bairi State.	TOTAL.
Gardens and orchards	1,709	1,439	2,227	2,367	1,245	261	213	317	132	45	145	410	...	146	973	3	7	25	133	6	60	4,256	584	2	...	16,705
Sugarcane	12,138	36,830	60,235	8,603	1,501	286	644	1,506	3,256	3,150	6,466	4,413	...	913	969	3,669	584	2,623	9,403	16	144	1,153	884	...	..	159,386
Cereals — Rice	28,154	28,466	12,573	259	620	...	6	293	6,669	92	2,199	7,640	...	...	5,786	1,064	20,574	3,394	25,571	24	66	149	30,756	...	...	174,355
Cereals — Bajra	...	...	...	...	8	3	24	9	1	...	77	9	...	12	...	...	...	...	...	...	...	10	...	...	...	153
Cereals — Juar	...	...	100	747	569	268	272	272	1,050	20	602	1,113	...	1,193	...	...	...	...	...	...	7	...	...	...	...	6,213
Cereals — Maize	431	3,469	9,515	1,561	1,568	41	93	802	1,571	88	1,358	453	...	21	13	...	...	...	25	...	...	...	965	...	...	21,974
Cereals — Wheat	50,949	100,814	152,139	83,119	58,528	12,668	11,084	36,256	46,050	19,689	43,320	45,502	9	10,778	7,576	2,903	14,534	3,258	18,794	95	298	5,198	24,188	...	...	747,749
Cereals — Barley	1,925	2,825	8,624	8,350	10,124	5,825	1,783	3,667	11,599	9,926	9,081	31,779	3	3,198	1,065	106	175	639	2,802	...	...	...	4,116	...	...	117,612
Cereals — Oats	744	732	435	490	1	...	...	...	...	...	...	...	...	...	1,011	...	...	...	...	...	...	...	...	...	...	3,413
Cereals — Chena	...	4	3	76	183	2	54	124	244	23	112	6	...	1	...	...	...	...	...	5	...	...	7,307	...	...	8,144
Other grains	1,683	810	15,718	23,615	30,211	19,934	7,195	18,466	26,307	1,520	48,224	28,794	37	16,355	...	1,281	932	1,966	8,982	132	926	7,170	2,103	...	...	262,361
Pulses (kharíf)	99	1,627	613	41	...	91	3	2	1	...	...	...	...	22	...	...	...	3	29	...	4	...	806	...	...	3,341
Pulses (rabi) — Gram	3,417	11,013	10,840	3,584	2,359	11,233	3,754	1,819	1,818	760	3,650	2,880	15	11,026	266	52	106	265	1,596	172	165	760	552	...	...	71,502
Pulses (rabi) — Peas	11	1,975	5,678	2,303	1	...	485	69	890	759	1,918	1,221	...	...	274	33	51	20	930	...	...	...	295	...	...	16,913
Pulses (rabi) — Arhar	...	...	25	314	225	...	6	20	52	14	40	10	...	...	...	...	...	12	25	...	12	341	...	...	...	1,096
Pulses (rabi) — Masur	942	1,833	1,112	347	...	...	...	...	...	...	4	2	...	...	307	90	37	162	622	7	...	...	1,004	...	...	6,469
Fodder crops	370	1,423	4,688	915	78	...	89	10	3	...	18	...	...	...	...	...	...	...	20	...	...	49	...	...	...	7,663
Fibres—Cotton, &c.	641	3,894	12,446	8,905	3,904	13,659	2,034	859	749	10	170	730	21	14,726	2	...	...	...	...	17	5	317	249	...	...	63,338
Dyes—Indigo, &c.	1,505	4,770	20,491	45,374	35,013	14,278	5,553	13,703	12,071	5,586	34,678	21,316	...	8,908	...	...	...	...	77	...	...	792	...	...	...	224,115
Drugs—Opium, &c.	99	24	55	209	253	1	2	387	3,521	3,007	3,765	754	...	...	456	...	11	6	266	...	2	3	551	...	...	13,372
Oilseeds	574	205	...	382	...	...	...	92	161	9	...	...	...	...	522	7	135	215	1,155	...	3	260	13,369	...	...	17,089
Miscellaneous	2,703	4,984	7,405	2,704	2,572	561	880	2,121	3,358	1,726	6,252	9,762	2	492	...	54	58	78	696	86	284	3,235	1,095	11	..	51,119
TOTAL YEAR, 1889-90	108,094	207,137	324,922	194,265	148,963	79,111	34,174	80,794	119,503	46,424	162,079	156,194	87	67,791	19,220	9,262	37,204	12,666	71,126	560	1,976	23,693	88,824	13	..	1,994,082
TOTAL YEAR, 1888-89	81,012	161,047	247,950	143,363	120,258	53,482	25,777	64,319	98,422	48,050	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

ALLAHABAD,
The 14th July, 1890.

H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

No. C24.—Annual Statement.] PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES.

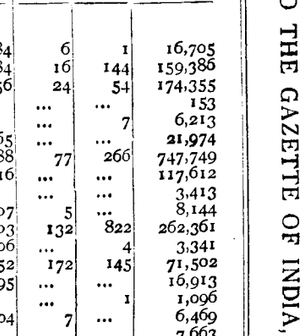
IRRIGATION OPERATIONS OF THE YEAR 1889-90.

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.	Dun Canals.	Tarái Canals.	Bhábar 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	1,357	1,033	1,130	2,200	1,865	7,585	13	48	424	100	117	702	1,793	576	4,317	165	3	973	...	584	6	1	16,705
Sugarcane	21,384	23,203	34,009	6,647	2,873	88,116	649	1,236	6,345	7,756	1,667	17,653	32,364	1,808	1,153	12,592	3,669	969	18	884	16	144	159,386
Cereals — Rice	23,024	2,769	6,712	303	907	33,715	22	2,053	878	12,073	1,599	16,625	36,630	1	161	34,546	1,064	5,786	14,993	30,756	24	54	174,355
Cereals — Bajra	...	...	...	...	20	20	1	...	1	81	4	87	...	36	10	...	...	...	...	...	...	...	153
Cereals — Juar	...	...	...	808	976	1,784	6	360	397	1,796	175	2,734	...	1,688	...	...	...	...	...	...	...	7	6,213
Cereals — Maize	...	668	2,376	1,634	2,542	7,220	21	654	464	2,168	67	3,374	10,256	121	...	25	...	13	...	965	...	...	21,974
Cereals — Wheat	57,941	61,065	80,440	71,742	79,226	350,414	14,191	26,176	34,899	63,315	28,793	167,374	119,532	33,585	5,248	25,741	2,903	7,576	10,845	24,188	77	266	747,749
Cereals — Barley	999	8,045	3,007	5,392	14,030	31,473	1,150	11,124	41,881	8,564	1,313	64,032	2,656	10,548	...	3,616	106	1,065	...	4,116	...	...	117,612
Cereals — Oats	1,448	...	390	563	1	2,402	...	...	...	...	...	...	...	...	...	...	...	1,011	...	...	...	...	3,413
Cereals — Chena	...	...	7	...	571	578	...	20	34	121	30	205	...	49	...	...	...	...	...	7,307	5	...	8,144
Other grains	53	7,412	12,110	15,640	56,104	91,319	2,836	5,288	1,494	58,675	34,253	102,546	2,141	42,863	7,274	11,880	1,281	...	...	2,103	132	822	262,361
Pulses (kharíf)	1,546	203	107	...	3	1,859	...	...	...	...	...	...	524	116	...	32	...	...	...	806	...	4	3,341
Pulses (rabi). — Gram	7,085	5,320	6,205	2,481	2,549	23,640	420	1,432	1,120	1,648	4,671	9,291	8,657	25,980	780	1,967	52	266	...	552	172	145	71,502
Pulses (rabi). — Peas	...	2,670	1,312	2,329	...	6,311	56	635	1,257	1,181	1,684	4,813	3,701	485	...	1,001	33	274	...	295	...	...	16,913
Pulses (rabi). — Arhar	...	78	...	26	484	588	4	49	9	37	17	116	...	2	352	37	...	...	...	...	...	1	1,096
Pulses (rabi). — Masur	853	199	343	430	...	1,825	...	...	...	...	6	6	2,409	...	...	821	90	307	...	1,004	7	...	6,469
Fodder Crops	769	1,595	2,209	732	26	5,331	...	...	...	...	18	18	2,156	89	49	20	...	...	...	...	...	...	7,663
Fibres—Cotton, &c	988	2,603	4,777	7,565	6,611	22,544	37	190	305	698	358	1,588	8,223	30,393	321	...	...	2	...	249	17	1	63,338
Dyes—Indigo, &c.	1,166	15,169	11,802	40,449	45,867	114,453	3,608	2,938	18,527	29,891	20,526	75,490	5,281	28,022	792	77	...	...	...	...	...	...	224,115
Drugs—Opium, &c.	1	31	29	159	442	662	193	2,145	3,579	4,988	377	11,282	130	3	3	283	...	456	...	551	...	2	13,372
Oilseeds	195	382	...	...	...	577	...	262	...	...	...	262	584	...	260	1,505	7	522	...	13,369	...	3	17,089
Miscellaneous	1,772	5,468	3,486	397	4,035	15,158	1,091	762	5,846	7,392	6,604	21,695	6,780	1,889	3,562	832	54	...	...	1,095	18	36	51,119
TOTAL, 1889-90	120,581	137,913	170,451	159,497	219,132	807,574	24,298	55,372	117,460	200,484	102,279	499,893	243,817	178,254	24,282	95,140	9,262	19,220	25,856	88,824	474	1,486	1,994,082
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

ALLAHABAD,
The 14th July, 1890.

H. W. CONDUITT,
Asstt. Secy. to Govt., N.-W. P. and Oudh, P. W. D.



SUPPLEMENT TO

The Gazette of India.

No. 35.] SIMLA, SATURDAY, AUGUST 30, 1890.

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.*

OFFICIAL PAPERS.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

NEW REGULATIONS RESPECTING THE GILCHRIST SCHOLARSHIPS FOR THE BENEFIT OF NATIVES OF INDIA.

INDIA OFFICE,
London, 17th July, 1890.

Public (Educational)
No. 86

To His Excellency the Most Honourable the Governor General of India in Council.

MY LORD MARQUIS,—With reference to your Education Despatch No. 8, dated the 26th of November last, I transmit for the information of Your Excellency in Council copy of a letter* from the Gilchrist Educational Trust forwarding copies of the Regulations respecting the new Scholarships for the benefit of Natives of India.

2. I request that your Government will cause copies of these new Rules to be distributed to the several Indian Universities concerned.

I have the honour to be,

MY LORD MARQUIS,

Your Lordship's most obedient humble Servant,

CROSS.

* 7th July 1890.

A

GILCHRIST EDUCATIONAL TRUST.

No. 1167 J. & P., 4 The Sanctuary, Westminster Abbey S. W., dated 7th July 1890.

From—R. D. ROBERTS, Esq., Secretary,

To—The Under-Secretary of State for India.

I AM directed by the Trustees to inform you that they have now settled the new scheme of Indian Scholarships, and have drawn up the Regulations of which I enclose copies.

They have embodied in these Regulations the suggestions made in the Despatch from the Government of India transmitted to them from the India Office on December 21st, 1889 (J. & P.-2208).

The draft Regulations of which these are the final form, were submitted to the various Indian Universities, as well as the Government of India, and have met with their approval.

The Trustees venture to hope that the new Scholarships thus established will prove still more useful to Natives of India than the old Scholarships.

As in former cases the Trustees hope that you will be so good as to cause these new Regulations to be distributed to the several Indian Universities concerned.

GILCHRIST EDUCATIONAL TRUST.

TRUSTEES.

RICHARD LEIGH HOLLAND, ESQ. (*Chairman*).
RT. HON. SIR LYON PLAYFAIR, K.C.B., M.P., LL.D., F.R.S.
RT. HON. SIR UGHTRED JAMES KAY-SHUTTLEWORTH, BART., M.P.
THE HON. ALFRED LYTTELTON, M.A.
PROFESSOR JAMES STUART, M.A., M.P.

SECRETARY.

R. D. ROBERTS, M.A. (Camb.), D.Sc. (Lond.).

[All communications to be addressed to

The Secretary of the Gilchrist Educational Trust,

4 The Sanctuary, Westminster, London, S.W.]

Rules and conditions relating to Scholarships instituted by the Gilchrist Educational Trust for the benefit of Natives of India.

[These Scholarships are open to Women upon exactly the same conditions as to Men.]

1. Three Scholarships of the value of £200 per annum will be awarded, one every year, to Candidates who are natives of India (within the meaning of section 6* of the Statute 33 Vict., cap 3), or of the "Native States" of India. They shall each be tenable for three years at any University or any Science or Technical College in Europe (approved by the Trustees in each case), on condition that the Scholar shall undertake to go through the course and pass the examinations necessary for obtaining a definite Science degree or diploma as may be prescribed by the Trustees. The nomination to these Scholarships will rest with the Universities of Calcutta, Madras, and Bombay in rotation, subject to the conditions hereinafter specified.

* The provision in the Section is as follows:—"That for the purpose of this Act the words 'natives of India' shall include any person born and domiciled within the dominions of Her Majesty in India, of parents habitually resident in India, and not established there for temporary purposes only; and that it shall be lawful for the Governor General in Council to define and limit from time to time the qualification of natives of India thus expressed."

2. A Scholarship will be given every third year on like conditions, the nomination of suitable Candidates for which will rest with the Universities of the Punjab and Allahabad jointly. Each of these Universities may submit to the Government of India the name of one Candidate, and the actual nomination to the Scholarship shall be made (from the names submitted) by the Government of India.

3. The Scholarships will be given (during the next few years) in the following rotation*:—

1891. Calcutta, Punjab and Allahabad.
1892. Bombay.
1893. Madras.
1894. Calcutta, Punjab and Allahabad.
1895. Bombay.
1896. Madras.

4. (*a*) Each University shall make its nomination from among the more distinguished of its graduates of the three preceding years, who shall not be more than 22 years of age on the 1st of July in the year in which the Scholarship is awarded. Of these, that Graduate shall be selected who has done especially well in Science or Mathematics, and is desirous of pursuing—and is most likely to benefit by—a further course of scientific study in Europe. Provided that no person holding a Government of India Scholarship, tenable in England, shall be eligible, or shall continue to hold a Gilchrist Scholarship after he has accepted a Government of India Scholarship.

(*b*) Probably the results of the examinations of the three preceding years will be a sufficient guide to the University in making the selection: but it will be open to each University to consider whether a special examination shall be held, although the Trustees hope that this will be avoided, if possible. If a special examination is held, all the necessary arrangements for it must be made by the University holding it; but the regulations which any University may propose to lay down in regard to such examinations must receive the previous approval of the Gilchrist Trustees. No examination should be held later than the month of June in any year, it being essential that all nominations should be made so as to afford the Scholar nominated a sufficient interval to complete his arrangements and to reach England in time for the Autumn term at the Universities and Colleges. The candidates for the special examinations, when such examinations are held, must be Graduates of proved ability, selected by the Vice-Chancellor on the report of the Syndicate or governing body, who will in their turn be guided by the opinion of the Professors and Examiners.

5. Every Candidate for a Scholarship will be required to satisfy the Vice-Chancellor of the University as to his good conduct, his knowledge of the English language, his physical capacity to undergo the course of life and study which he will have to follow in Europe: he must also satisfy him of his intention, if successful, to proceed to England forthwith, and to reside in Europe for a period of three years, unless compelled to return sooner by ill-health or some other cause which may seem sufficient to the Gilchrist Trustees.

6. Each Scholar will be provided by the Government of India with a free passage to England. The Gilchrist Trust will provide a return passage (at the end of the three years) at a cost not exceeding £50, provided that the Scholar shall have fulfilled the conditions of his Scholarship; but the Scholar will not be entitled to claim any difference between the actual cost of passage and the amount above named.

7. Each Scholar must enter into a written engagement to submit to such regulations as may from time to time be issued by the Gilchrist Trustees for the guidance of the Scholars.

* This rotation is arranged to avoid, as far as possible, giving to any University a Gilchrist Scholarship in the some year as a Government Scholarship: but it may possibly happen occasionally that a Scholarship may fall to be given by a University in the same year as a Government Scholarship.

8. The tenure of the Scholarships will be strictly dependent on good conduct in Europe, and on satisfactory progress being made in study. The Gilchrist Trustees reserve to themselves the right of finally deciding whether a Scholar has or has not committed a breach of the Rules and Conditions on which his Scholarship is held, as also all questions which may from time to time arise, whether expressly provided for in the Rules and Regulations or not. They further reserve to themselves the power of altering the conditions of the Scholarships, or of altogether withdrawing them, if they shall think fit. Due notice of any alterations will be given, and changes will not be made in such a manner as to affect the interests of Students already appointed to Scholarships.

On the nomination of a Scholar being completed, the University or the Government of India (as the case may be) nominating him should communicate his name and address to the Secretary of the Gilchrist Trust, 4 The Sanctuary, Westminster, London. If the nomination is made after examination, the number and names, &c., of the Candidates from whom the selection was made, should also be communicated.

N.B.—One of the Gilchrist Trustees* will personally see each Gilchrist Scholar as soon as possible after he has reported his arrival at the Office of the Trustees, and will confer with him upon the course he may propose to pursue, and the University or College to be selected.

Regulations for Gilchrist Indian Scholars in England.

(1) Every Scholar shall, on reaching England, at once present himself at the Office of the Gilchrist Trust and report his arrival. He shall be provided with an official certificate of identity signed by the Registrar of the University by which he is nominated, or by a Secretary or Under-Secretary to Government.

(2) Every Scholar shall, on arriving in England, submit for the approval of the Gilchrist Trustees a statement showing the general course of study he proposes to follow; and specifying the University or College to which he proposes to proceed. After consideration of such Statement, the Trustees will decide at what University, or Science or Technical College, in Europe the Scholarship shall be tenable, and will prescribe the course to be gone through and the degree or diploma to be obtained. Every Scholar shall at once take steps to enter himself at the University or College which the Trustees shall have approved. The course finally prescribed by the Trustees shall not be changed without their sanction.

(3) Every Scholar shall, at the end of each University or College term, send to the Secretary of the Gilchrist Trust a certificate from the proper University or College authority, showing that his residence, conduct and progress in study have been satisfactory during the term.

(4) Every Scholar shall at all times obey such instructions as he may receive from the Gilchrist Trustees or their Secretary.

(5) The Scholarship allowance, at the rate of £200 a year for three years, will be paid quarterly, in advance, by the Gilchrist Trust, commencing from the date when the Scholar reports his arrival in England.

(6) Every Scholar will forfeit his Scholarship who, not being disabled by illness or prevented by any other cause which the Gilchrist Trustees may consider sufficient, fails to complete a residence of three years in Europe, or who is at any time guilty of misconduct or disregard of the orders of the Gilchrist Trustees. If a Scholarship be forfeited, the Scholar will lose his claim to a free return passage to India.

* Professor James Stuart, M.P., has undertaken this function for the present.

C. J. LYALL,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for July 1890.

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 areas 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 narrow belt of country which forms a kind of debatable ground in which there is much interaction between the currents. 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 in July 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, 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.

Strength of the monsoon currents.—The average amount of wind at the Orissa and Bengal Coast stations during the month under review has been very considerably in excess. The increased amounts range from 14 per cent. at Akyab to 24 per cent. at Saugor Island and 36 per cent. at Gopalpore. As there have been fewer cyclonic storms at the head of the Bay than usual, the wind data prove that a very strong and steady current has been advancing across the Bengal Coast during the month. The wind velocity data of the stations on the West Coast of India also show larger and steadier air movement across the Coast from the Arabian Sea. The increase in this case was greatest at the more northern stations, and more especially at Kurrachee. The P. & O. mail steamers, which arrived at Bombay during the month, generally reported strong monsoon winds and gales, which were strongest in the second and third weeks of the month.

Barometric depressions and cyclonic storms of the month.—As the monsoon currents were steadier than usual, there were fewer cyclonic storms than is generally the case in July.

There were three important depressions and storms during the month, and two small and short-lived depressions accompanying heavy local rainfall:

1st.—Cyclonic storm of the 29th of June to 5th of July.—This storm began to form at the head of the Bay on the 28th and 29th of June. It was of considerable intensity on the morning of the 1st when the centre was in about Lat. 20° N. and Long. 88° E. The S.S. *Badsworth* and *Shannon* which passed through the storm on the 1st, experienced a strong gale with fierce rain squalls. The centre crossed the Orissa Coast near Pooree on the afternoon of the 1st, and advanced in a north-west by west course, with unusual rapidity throughout the Central Provinces and Central India. It was near Sambalpur at 8 A.M. of the 2nd, and to the south-east of Ajmere on the morning of the 3rd. It then recurved rapidly to north, and on the morning of the 4th the centre was near and to the south-west of Sirsa. It marched during the next twenty-four hours a little to the east of north towards the hills which it approached between Sialkot and Ludhiana on the morning of the 5th. It broke up rapidly during the day. The following gives the position of the centre and the average rate of motion at 8 A.M. on each day of its existence and the barometric depression at the centre:

Date.	Position at 8 A.M.		Distance passed over in previous hours.	Rate of motion in miles per hour.
	Lat. N.	Long. E.		
1st	19° 45′	87° 45′		
2nd	21° 45′	83° 15′	320	13
3rd	25° 30′	75° 0′	600	25
4th	29° 0′	74° 15′	240	10
5th	32° 0′	75° 15′	230	10

Its rate of advance between 8 A.M. of the 2nd and the same hour of the 3rd (upwards of 25 miles per hour) was unusually great, greater than in any previous cyclonic storm of similar intensity on record.

The storm gave moderately heavy rain for a brief period over the whole area which it covered in its progress. It however advanced too rapidly to give large total amounts. The rainfall was, as is usual in such storms, heaviest when approaching the Himalayas in Upper India.

2nd.—Land-formed depression of the 11th to the 14th of July.—The Bombay current was blowing very strongly during the second week of the month, and the trough of low pressure, instead of occupying its normal position, lay much further north, extending through Central Bengal and Behar up the centre of the Gangetic plain into the West Punjab. The interaction of the two currents in the eastern half of the trough gave very heavy rain on the 7th, 8th and 9th to the whole of Bengal and Behar, which tended to give rise to a depression and cyclonic circulation. It was very feeble until the 10th when it developed rather rapidly, and on the morning of the 11th a well-marked depression, the centre of which was a little to the south-east of Benares, was in existence. It drifted very slowly westwards, with a fairly uniform velocity of about 100 miles per diem until the morning of the 14th, when the centre was near Jhansi. It filled up very slowly during the next thirty-six hours, and finally disappeared on the evening of the 15th. It accompanied a heavy burst of rain over the whole of Bengal, Behar and the greater part of the North-Western Provinces.

The following table gives the position of the centre and other data of the storm:

Date.	Position at 8 A.M.		Distance passed over in previous hours.	Rate of motion in miles per hour.	Barometric depression at the centre.
	Lat. N.	Long. E.			
11th	24° 45′	83° 30′	...	...	—·10″
12th	25° 0′	81° 45′	110	4½	—·10″
13th	25° 10′	80° 0′	110	4½	—·07″
14th	25° 15′	78° 15′	110	4½	—·05″
15th	25° 15′	78° 0′	...	...	—·02″

3rd.—Cyclonic storm of the 18th to the 24th of July.—This depression formed on the 18th in the north-west angle of the Bay and South-West Bengal. It increased on the 19th, and on the morning of the 20th was a fairly well marked storm, the centre of which was a little to the west-south-west of Saugor Island. It advanced slowly to the north-west through the Midnapore district and Chutia Nagpur into the eastern districts of the North-Western Provinces, passing between Allahabad and Benares on the 23rd, after which it recurved to north and filled up near the foot of the hills in the Gorakhpur and Basti districts on the evening of the 24th. It gave moderately heavy rain to Orissa, Chutia Nagpur, Behar and the eastern districts of the North-Western Provinces. The rainfall was heaviest in the latter area, but the amounts were nowhere very large, no rainfall in twenty-four hours exceeding 5 inches being reported.

The following table gives the position of the centre and other data relating to the storm:

Date.	Position at 8 A.M.		Distance passed over in previous hours.	Rate of motion in miles per hour.	Barometric depression at the centre.
	Lat. N.	Long. E.			
19th	21° 0′	88° 0′	...	...	...
20th	21° 30′	87° 30′	45	2	—·20″
21st	22° 30′	86° 15′	100	4	—·16″
22nd	24° 0′	83° 45′	180	7½	—·15″
23rd	25° 45′	82° 45′	130	5	—·08″
24th	26° 15′	83° 15′	45	2	—·06″

Shallow depression of the 19th and 20th July.—A very shallow depression overlay the central districts of the North-Western Provinces on the 19th. It advanced north-westwards on the 20th to the neighbourhood of Delhi, and on the 21st filled up in the Punjab after having given moderately heavy rain to the south-eastern districts of the Punjab.

Shallow depression of the 30th and 31st July.—Similar conditions to those which preceded the formation of the second depression of the month prevailed on the 28th and 29th in the eastern districts of the North-Western Provinces, Behar and Bengal. Heavy rain fell over the whole of that area on these two days, and on the 30th a shallow depression formed in the eastern districts of the North-Western Provinces. It advanced slowly westwards during the next two

days and filled up in the neighbourhood of Jhansi on the 1st and 2nd of August.

Pressure.—The preceding paragraphs have given an account of the chief local depressions of the month. The permanent area of low pressure during the month occupied a position further north than usual in the West Punjab, instead of Upper Sind. The following table gives the chief oscillations of the range of pressure or barometric differences between Southern and Upper India during the month and which were related to the larger fluctuations in the general strength of the monsoon current blowing into India during the month:

Date.	Highest pressure.	Lowest pressure.	Range.
1st July	29·82″	29·41″	·41″
5th ,,	29·89″	29·33″	·56″
12th ,,	29·87″	29·41″	·46″
19th ,,	29·84″	29·23″	·61″
21st ,,	29·83″	29·35″	·48″
26th ,,	29·86″	29·21″	·65″
28th ,,	29·92″	29·40″	·52″
30th ,,	29·86″	29·35″	·51″

These give an average range of pressure slightly exceeding ·5″. The range was not only greater than usual, but the variations of range were very small, thus indicating pressure conditions favouring and accompanying a strong and steady monsoon current from the adjacent seas, and more especially from the Arabian Sea.

The mean pressure of the month for the whole of India was ·012″ below the normal.

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:

Province.	Barometric anomaly.	
	Month of June.	Month of July.
Burma	+·021	+·024
Bengal	+·013	—·001
Assam	+·015	—·003
Behar and Chutia Nagpur	+·007	—·014
North-Western Provinces	—·008	—·021
Punjab	—·015	—·046
Sind and Rajputana	—·016	—·022
Central India	—·012	+·001
Central Provinces	+·008	+·013
Bombay	+·002	+·019
Madras	—·008	+·003

The anomalies were negative in Assam, Bengal, the North-Western Provinces, Rajputana, the Punjab and Sind, and increased in amount westwards and northwards, and were unusually large at the Punjab stations. They were largest at the following stations:

Dera Ismail Khan	—·060″
Ludhiana	—·052″
Sialkot	—·049″
Lahore	—·047″
Peshawar	—·045″

The anomalies were positive over the whole of the Peninsula and in Burma, but were generally moderate in amount, and slightly exceeded ·02″ at the Madras stations and in Lower Burma, and locally at several stations in Bombay and the Central Provinces.

The anomalies hence indicate the persistence during the month of somewhat higher pressure than usual in the south of India and the adjacent sea areas, and of very deficient pressure in Upper India. These conditions are evidently such as would accompany the prevalence of abnormally strong and steady monsoon currents, and more especially from the Arabian Sea, for the barometric and other meteorological conditions in Upper India during the monsoon appear to be more directly related to the monsoon current of the Arabian Sea than to that of the Bay of Bengal.

Temperature.—The temperature conditions of the month of July are mainly determined by the amount and distribution of the rainfall. As the rainfall has been more or less above the average over nearly the whole of India, the temperature has been generally below the normal. The hottest districts of India in July are, (1st) Upper Sind and the West Punjab, and (2nd) the southern districts of Madras, including Madura, Trichinopoly and Tinnevelly. The following gives the highest temperatures recorded in these areas during the month:

Station.	Highest maximum during the month.	Date of occurrence.
Jacobabad	113·2°	1st, 6th, 7th and 9th.
Mooltan	111·2°	1st.
Montgomery	107·9°	14th.
Madura	98·4°	5th, 6th, 13th and 16th.
Trichinopoly	101·1°	6th.

These temperatures were from 2° to 4° lower than the maximum temperatures in the same areas in July 1889.

The variation of the mean temperature from the normal from week to week and for the whole month for different districts is shown in the following table:

Province.	Difference of mean temperature from normal for week ending July				Difference of mean temperature from the normal for the month.
	7th.	14th.	21st.	28th.	
	°	°	°	°	°
Burma	−1·5	−1·5	−0·4	−1·9	−1·4
Bengal	−0·1	−2·2	−0·7	−1·9	−1·1
North-Western Provinces	−1·3	−1·2	−2·2	−3·4	−2·1
Punjab	−3·1	−0·5	−0·1	−3·5	−1·7
Bombay	+0·3	−0·3	−1·0	−0·9	−0·7
Central Provinces and Berar	−1·4	−1·4	−1·5	−1·0	−1·3
Guzerat and Central India	−3·5	−1·1	−1·0	−1·3	−1·7
Sind and Rajputana	−2·7	+1·0	−0·1	0	−0·3
Madras	+0·3	−0·2	−0·9	−2·0	−1·0

The preceding table shows that the mean daily temperature was below the normal almost without exception in every district during the month. The deficiency was largest in the areas of heaviest rainfall, including the Punjab, the North-Western Provinces, Central India, Behar and North Bengal.

The mean minimum temperature was below the normal by moderate amounts except in the Indus Valley, where it was slightly in excess. The mean maximum temperature was slightly below the normal in the Peninsula, and more than 2° below it over the greater part of northern India. The deficiency exceeded 4° in the East Punjab and the eastern districts of the North-Western Provinces and Oudh. and was absolutely greatest at Lahore (4·9°).

Rainfall.—The rainfall of the past month has been unusually abundant over the whole of Northern India, and normal or slightly in defect in Burma and the Peninsula. This distribution of the rainfall has been chiefly due to the unusual strength of both monsoon currents, in consequence of which the trough of low pressure and area of interaction of the two currents was pushed northwards into the Gangetic plain. The storms of the month hence advanced westwards by a more northerly track than usual, and discharged their rainfall chiefly in Bengal and the Gangetic plain, and not in the Central Provinces and Central India as usually happens in normal years.

During the first week of the month the distribution of the rainfall was mainly determined by the cyclonic storm which advanced from the Bay of Bengal to the Punjab. The rainfall was below the average in Bombay, Bengal and the North-Western Provinces, but more or less in excess in Orissa, the Central Provinces, Central India, Rajputana and the Punjab. During the second and third weeks steady and general rain fell in all districts; but in consequence of the peculiar pressure conditions by which the trough of pressure lay along the Gangetic plain near the foot of the hills, North Bengal and North Behar received unusually heavy rain. During the last ten days of the month abundant rain was received in all districts except Central India and the Central Provinces. The rainfall was during this period exceptionally heavy in Bengal, Behar and the North-Western Provinces. A large number of stations in Bengal received amounts exceeding 10 inches during the week ending the 28th of July, and several stations in North Bengal amounts exceeding 20 inches. Cherrapunji in Assam obtained 43 inches during the same period. The Carnatic and Southern India generally received favourable rain during this very strong burst of monsoon winds.

The rainfall of the month was practically normal in Rajputana, Central India, the Deccan, Orissa, Malabar and Mysore. It was very considerably in defect in Guzerat, which obtained only 69 per cent. of its normal amount, and in moderate defect in the Central Provinces (25 per cent.). These were the only two areas in which the rainfall was in defect to any extent, and even in these areas the deficiency was chiefly due to the absence of cyclonic rainfalls and not large enough to affect the crops.

The rainfall of the month was normal or in moderate excess in the Carnatic, Mysore, the Konkan, Assam and Burma. It was more or less largely in excess in the remaining districts. The excess was very large in North Bengal, which received an average of 11 inches in excess of its normal amount (18 inches), or upwards of 60 per cent. above the normal. Behar and the West Punjab obtained 50 per cent. in excess, the North-Western Provinces, the East Punjab and Lower Bengal between 30 and 40 per cent. in excess, and Berars 30 per cent.

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.	No. of stations.	Normal average rainfall in July.	Actual average rainfall in July 1890.	Difference from the average in July 1890.
Punjab, West	8	5·05	7·62	+ 2·57
„ East	4	10·45	13·98	+ 3·53
North-Western Provinces, Trans-Gangetic	8	14·82	20·32	+ 5·50
„ „ Cis-Gangetic	4	11·82	14·12	+ 2·30
Behar	2	13·02	19·49	+ 6·47
North Bengal	6	17·70	28·93	+ 11·23
Assam—Cachar	3	14·39	16·58	+ 2·19
Lower Bengal and Chutia Nagpur	10	14·09	19·08	+ 4·99
Orissa—North Circars	8	8·84	8·80	— 0·04
Central Provinces, South	7	18·35	14·73	— 3·62
Berar—Khandeish	2	10·94	14·24	+ 3·30
Rajputana, Central India, Saugor, and Nurbudda	9	12·71	11·93	— 0·78
Sind—Cutch	3	2·68	2·31	— 0·37
Guzerat	3	13·75	8·14	— 5·61
Konkan	4	24·99	27·13	+ 2·14
Deccan—Hyderabad	6	7·06	6·30	— 0·76
Malabar	5	33·90	33·23	— 0·67
Mysore—Bellary	4	3·30	3·62	+ 0·32
Carnatic	8	2·08	3·11	+ 1·03
Burma	8	30·51	34·47	+ 3·96
Ceylon	1	6·40	3·30	— 3·10

SIMLA, *22nd August, 1890.*

JOHN ELIOT,
Meteorological Reporter to the Government of India.

W. C. BENETT,
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 25th, 1890.

The record of the week under review is a record of a gradual and unsteady advance towards a break in the rains. Throughout the whole week there has been a more or less strongly marked tendency towards the intensification of the rudimentary ridge or shoulder of relatively high pressure over Central India and Rajputana noticed last week. At the same time there has been a gradual falling off in the force of the monsoon current on the West Coast. Both these causes operated to reduce the rainfall over the whole of the western half of India, but, though there was a sensible falling off in the amount of rain over that region, it was not until the 24th and 25th that the full effect of these causes was felt, and the rainfall practically ceased for the time over the west of the Peninsula, the central parts of the country and North-Western India. The mail steamer, which crossed from Aden to Bombay between the 19th and 24th August, experienced a light monsoon throughout the voyage, the force of the wind never exceeding a moderate breeze, while the barometer was steady and apparently high. This report shows that the falling off of the monsoon current on the West Coast and the decrease of rainfall are parts of a large change extending more or less over the whole of the Arabian Sea and are hence likely to be longer lived than if they had been merely local changes confined to the Indian region. On the opposite side of India, though there also the monsoon has not been very strong, a much steadier current has prevailed. The whole of Burma, Bengal and to a limited extent the North-West Provinces have been under the influence of a massive, though not strong, current from the Bay, and over the whole of that region rain has been general, fairly continuous and moderately heavy. There have been no travelling depressions, so that the weather has been quiet and undisturbed all over the country.

The chart of the 19th showed high pressures over the south of the Peninsula, the south of the Bay and Tenasserim, and low pressures over Bengal and the head of the Bay on the one hand and over the west of the Punjab on the other, while between these two ran a ridge of relatively high readings extending northward from Khandeish as far as the south-east of the Punjab. The winds were light and variable in Malabar, but with this exception a fair monsoon blew across the Peninsula and the central parts of the country. Over Burma and Bengal there was a general southerly wind, but there was no easterly current up the Gangetic plain to the Punjab, the wind over this region being westerly or variable. There had been no rains on the plains of North-Western India, but a fairly general fall elsewhere, the amounts at some stations in Burma, Assam and North Bengal and at the hill stations in North-Western India being large. On the 19th the same general distribution of pressure prevailed. The winds were also similar, but there was a general increase in the rainfall area, though, except in Assam and the Punjab, the amounts were on the whole smaller. On the 21st the barometer was rising everywhere. The rise was greater in the North-West and North-East than over the Peninsula; hence there had been a considerable decrease in the barometric gradient, and except in North-East India, the force and regularity of the monsoon current had diminished. With this change there had occurred a decrease in the rainfall area. In North-West India, except on and near the hills, there was no rain, and except in Bengal, Assam and Burma, where the fall was general, the rainfall elsewhere had occurred as slight local showers. On the 22nd the barometer had fallen again in the North-West, and there was more rain in the Punjab, but this was practically the only change reported. The monsoon on the West Coast was very light. On the 23rd the barometer had changed irregularly, and the general conditions of rain and wind were the same as on the 22nd. On the 24th the barometer was rising generally, gradients were slight, and the monsoon was very feeble, except at the head of the Bay. The rainfall, except in North Bengal and the Gangetic plain, was very light, and in North-Western India, both on the hills and plains, there was practically none. The chart of the 25th showed a slight barometric fall in the North and a slight increase of gradient, but except in Bengal the rainfall remained light.

Temperature.—Uniformly low temperature has prevailed throughout India. The North-West and Central Provinces, Bombay, Sind and Rajputana each had one day on which there was a trifling excess of the mean temperature over the normal average, but with these unimportant exceptions the weather has been cool for the season throughout. The coolest days were the 19th and 23rd for the whole of India, but in the North-West the lowest temperatures were registered on the 23rd and 24th. The maxima recorded were unimportant.

The following table shows the variations of the mean temperature according to Provinces for the present and for the past weeks:

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	+ 0·6°	— 1·1°
Bengal	+ 0·1°	— 1·4°
North-West Provinces	— 0·6°	— 1·1°
Punjab	— 0·6°	— 3·6°
Bombay	— 1·1°	— 0·4°
Central Provinces	— 2·9°	— 0·9°
Guzerat and Central India	— 2·6°	— 1·3°
Sind and Rajputana	— 2·8°	— 1·8°
Madras	— 0·2°	— 1·2°

These figures show a fall over Madras, Burma, the Gangetic plain and the Punjab and a rise elsewhere.

Rain.—The table with which this summary concludes shows that during the week under review rain has fallen throughout the whole of India, except the west of Rajputana and Sind. The heaviest rainfall for the week is reported from the Surma division of Assam, followed by Arakan, North Bengal, the Bhramaputra division of Assam and North Behar in the order given. The regions with the least rainfall, after Sind and Western Rajputana, are the west of the North-West Provinces, the central division of the Punjab and the east of Rajputana. In parts of the Peninsula, for instance Malabar, Coorg, Khandeish and Madras Central, the amounts are almost as small as those reported from the north-west divisions noticed above. The normal distribution differs somewhat from the above. The maximum fall during the week is ordinarily reported from Tenasserim, followed by Arakan and then by Coorg, while the smallest amount is unquestionably measured in Sind and the west of the Punjab. The principal differences then in the actual and normal distribution of rainfall are found in the excess over Assam, North Bengal and North Behar, and the deficiency in the west of the Peninsula.

The third column of the table shows that nineteen of the rainfall divisions exhibit an excess and thirty exhibit a deficiency, so that for the first time for several weeks past the rains have over a wide area fallen short of the normal. The region of excess comprises Arakan, the whole tract of country along the foot of the Himalaya from Assam through North Bengal, Behar and Oudh as far as the west of the Punjab and the following divisions:—Central Provinces (East), Hyderabad (South), the East Coast (South) and Madras (South). In all other parts of the Indian region there has been a deficiency. The division with the greatest actual excess has been Assam (Surma), but North Bengal, North Behar and the northern divisions of the Punjab have had a large excess relatively to the average. The greatest defect is in Coorg, but all over the central parts both of India and of the Peninsula the deficiency relatively to the normal has been large.

This deficient fall has exercised very little effect on the rainfall of the season, which over by far the greater part of the country remains exceedingly satisfactory.

The record of maximum falls shows steadily decreasing amounts as the season progresses, and in the present week, when the rainfall is abnormally light, the number of places which have received over 10 inches is comparatively small. In Burma the only instance is at Maungdow (Akyab), where 13½ inches were recorded. In Assam Cherrapunji received 53½ inches and Sudiya (Lakhimpur) 12¾ inches. In Bengal all the heavy falls were in the North, thus Cooch Behar received 16 inches; Alipore (Jalpaiguri), 16¾ inches; and Bagha (Champaran), 10 inches. In the North-West Provinces the only heavy fall (14 inches) was at Haldwani (Kumaun). In the Punjab there were no falls of importance, and in the Peninsula and Central Provinces the amounts were exceptionally light.

PROVINCE.	DIVISION.	Rainfall Data for week ending August 25th, 1890. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect, in inches.	Rainfall Data from May 27th to August 25th, 1890. Average actual rainfall of season to date.	Average normal rainfall, May 27th to August 25th.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	4·01	8·01	—4·00	96·55	124·00	— 22
	Lower Burma	3·94	4·08	—0·14	64·55	60·90	+ 6
	Central Burma	3·01	3·60	—0·59	45·02	49·13	— 8
	Upper Burma	1·64	?	?	17·79	?	?
	Arakan	19·44	6·68	+3·76	151·12	133·27	+ 13
Bengal and Assam	Eastern Bengal	4·72	3·53	+1·19	55·73	56·60	— 2
	Assam (Surma)	11·69	4·22	+7·47	91·13	62·12	+ 47
	Do. (Bhramaputra)	6·79	3·55	+3·24	51·49	46·84	+ 10
	Deltaic Bengal	1·52	2·74	—1·22	31·52	35·16	— 12
	Central Bengal	3·31	2·92	+0·39	39·92	33·48	+ 16
	North Bengal	8·11	3·71	+4·40	71·82	56·69	+ 27
	Orissa	2·36	2·40	—0·04	33·99	31·83	+ 7
	Chota Nagpur	2·68	2·98	—0·30	35·32	34·51	+ 2
	Behar (South)	3·20	2·86	+0·34	36·56	27·48	+ 33
	Do. (North)	6·12	2·40	+3·72	46·19	30·65	+ 51
North-Western Provinces and Oudh.	North-Western Provinces (East)	4·74	2·42	+2·32	34·75	25·32	+ 33
	Oudh (South)	2·49	2·11	+0·38	37·53	24·35	+ 54
	Do. (North)	2·90	2·41	+0·49	42·07	26·18	+ 63
	North-Western Provinces (Central).	0·48	1·73	—1·25	27·63	21·17	+ 35
	North-Western Provinces (West).	0·15	1·71	—1·56	30·16	20·71	+ 46
	North-Western Provinces (Submontane).	2·49	2·63	—0·14	47·44	31·13	+ 46
Punjab	Punjab (South)	0·31	0·82	—0·51	10·16	9·69	+ 5
	Do. (Central)	0·22	1·19	—0·97	22·38	15·94	+ 40
	Do. (Submontane)	0·45	1·25	—0·80	21·57	19·31	+ 12
	Do. (Hill Districts)	4·25	2·73	+1·52	57·37	42·87	+ 34
	Do. (North-West)	2·16	1·12	+1·04	18·29	13·89	+ 32
	Do. (West)	0·61	0·33	+0·28	6·80	5·77	+ 18
Bombay and Malabar Coast Districts (Madras).	Malabar	0·36	3·48	—3·12	68·00	78·26	— 13
	Madras (South Central)	1·63	0·87	+0·76	15·03	8·97	+ 78
	Coorg	0·34	4·95	—4·61	63·79	73·50	— 13
	Mysore	0·49	0·93	—0·44	6·91	12·87	— 46
	Konkan	3·58	3·68	—0·10	116·84	77·52	+ 51
	Bombay Deccan	0·67	1·00	—0·33	20·76	20·09	+ 3
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·34	1·33	—0·99	12·61	14·63	— 14
Central Provinces and Berar.	Berar	0·36	1·80	—1·44	31·96	23·68	+ 35
	Central Provinces (West)	0·43	1·84	—1·41	25·90	28·04	— 8
	Ditto (Central)	2·36	2·59	—0·23	42·16	37·45	+ 13
	Ditto (East)	3·99	3·66	+0·33	36·46	37·26	— 2
Bombay (North)	Guzerat	0·53	1·83	—1·30	28·96	26·98	+ 7
	Kattiawar	0·46	1·15	—0·69	13·59	20·05	— 32
	Sind	0	0·27	—0·27	5·71	3·58	+ 59
Rajputana and Central India.	Central India (East)	1·25	1·84	—0·59	32·46	26·28	+ 23
	Rajputana (East), Central India (West).	0·24	2·03	—1·79	18·49	18·36	+ 1
	Rajputana (West)	...	...	...	...	...	...
Madras	East Coast (North)	1·26	1·39	—0·13	17·31	14·61	+ 18
	Ditto (*a*)	4·40	1·73	+2·67	40·85	41·46	— 1
	Hyderabad (South)	1·16	1·33	—0·17	20·55	14·03	+ 46
	Madras (Central)	0·49	0·73	—0·24	8·24	10·12	— 19
	East Coast (Central)	0·88	1·22	—0·34	9·85	11·39	— 14
	Ditto (South)	1·76	1·08	+0·68	10·05	8·08	+ 24
	Madras (South)	0·73	0·53	+0·20	4·95	4·07	+ 22

SIMLA, *28th August, 1890.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

W. C. BENETT,
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 23rd August.*—Rainfall general. Good in two districts, fair in five, and slight elsewhere. Standing crops generally good, but suffering from want of water or rain in parts of eight districts. Outturn of grains middling to average generally. Pasture and water-supply continue insufficient in parts. Price of rice risen in nine and *ragi* in ten districts. Other grains generally lower. Prospects fair.

Bombay.—*For week ending 27th August.*—Rain throughout the Presidency Proper and in Karachi. More wanted urgently for crops and fodder in parts of the Deccan. Crops otherwise good, except where damaged in a few talukas of Sind by rats, locusts or breaches in canals. Sowing of late crops progressing in three districts.

Bengal.—*For week ending 26th August.*—Rainfall has been general, except in parts of South-West Bengal and Orissa, where only light and scattered showers have fallen. More rain is wanted in these parts and in the Singbhoom district. Transplantation of winter rice is almost finished, and the crop generally is in good condition. Early rice and jute are being harvested with good outturn, except in the flooded tracts in Moorshedabad, Nuddea and Furreedpore. Early rice has suffered from floods in Behar and parts of Chota Nagpur. Prospects of *bhadoi* crops are not favourable, considerable injury having been done by excessive rain and floods. In Sarun *bhadoi* is almost a total failure, and rice completely destroyed over one-fourth of the district, but elsewhere a twelve-anna crop is expected. Agricultural loans are being given in this district. In Balasore the number of coolies daily employed on relief works is reduced to 27 only. Prices of rice and other food-grains continue almost stationary.

North-Western Provinces and Oudh.—*For week ending 27th August.*—Rain has fallen in all but five districts. Crops in low lands have been injured from floods in some districts and in Partabgarh from the previous excessive rain, but prospects generally have improved, though still reported unfavourable in one district. Ploughing and weeding in progress. Supplies are adequate. Prices are rising in five districts.

Punjab.—*For week ending 27th August.*—Rain has fallen in all but three districts. Prices unsettled in Delhi, falling in Rawalpindi, stationary elsewhere. Weeding of *kharif* crops in progress. Ploughing for *rabi* going on. More rain wanted at Hissar. *Kharif* crops are improving and the prospects are reported good. Fodder insufficient in one district only.

Central Provinces.—*For week ending 27th August.*—Prospects continue generally favourable. More rain is required in the Nimar and Raipur districts, in the former of which cotton and *jowar* are being damaged by insects, on the other hand excessive rain has damaged *Kodon* in Jubbulpore and Bilaspur and rice in Bilaspur and Balaghat.

Burma.—*For week ending 23rd August.*—The rainfall throughout Lower Burma was seasonable, and the crop for the most part promises well. Some low lands have been inundated, but the flood is subsiding and replanting is progressing. Rain fell throughout Upper Burma, but the rainfall is insufficient in seven districts. The price of paddy has fallen in six districts and has risen in three.

Assam.—*For week ending 27th August.*—Weather seasonable. Reaping of rice closing. Transplanting of winter paddy progressing. Tea and other crops in general doing well.

Mysore and Coorg.—*For week ending 27th August.*—Rainfall general, but more rain is still wanted in parts. Standing crops on the whole in good condition. Prices risen in Bangalore.

Rainfall slight in Coorg during the week. Transplanting of paddy not completed.

Berar and Hyderabad.—*For week ending 27th August.*—Average rainfall slight in Berar. Weather hot and cloudy. Weeding operations continue. *Kharif* crops in good condition. Land under preparation for ensuing *rabi* crops. Fodder sufficient. Prices almost stationary.

Rainfall moderate in Hyderabad during the week. Sowing of *abi* and weeding of *kharif* and *abi* crops continue. Standing crops prospering. Prices: Wheat 12, coarse rice 9¾, white *jowar* 17, yellow *jowar* 19 and *tur* 18½ seers per current rupee.

Central India.—*For week ending 27th August.*—No rain fell in three Agencies and Neemuch. Crops reported to be damaged by excessive rain in parts of two Agencies. More rain wanted in parts of Barwani and Nimar in the Bhopal Agency. Prices of food grains rising in Neemuch.

Rajputana.—*For week ending 27th August.*—Rainfall slight and partial. More rain wanted in Harowtee and Ajmere. Agricultural operations satisfactory. Standing crops generally good. Agricultural stock good. Pasturage or fodder sufficient. Prices falling in two Agencies; risen in one; steady elsewhere. Opium satisfactory in Jeypore.

Nepal.—*For week ending 21st August.*—Rainfall over 4 inches at Sudder station. Prospects of crops good.

W. C. BENETT,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.
(STATISTICS.)

IMPORTS OF COTTON, WHEAT, LINSEED AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed and Indigo by rail and river into Calcutta, Bombay Town and Karachi during the month of June 1890.

Articles, and whither imported.	Whence exported.	Madras.	Bombay.	Sindh.	Bengal.	N. W. P. and Oudh.	Punjab.	Central Provinces.	Berar.	Assam.	Rajputana and Central India.	Nizam's Territory.	Mysore.	Total.
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Cotton, raw—														
Calcutta		...	...	...	8,708	9,120	3,536	...	...	2,494	7,398	...	...	31,316
Bombay Town		4,101	2,76,394	21,363	...	2,389	1,709	1,323	1,16,034	...	75,508	14,646	...	4,92,104
Karachi		...	...	...	...	...	632	...	...	...	...	...	...	21,995
	Total	4,101	2,76,394	21,363	8,708	11,509	5,877	1,323	1,16,034	2,494	82,906	14,646	...	5,45,415
Wheat—														
Calcutta		...	...	...	2,69,983	64,925	20,337	1,036	...	...	...	...	...	3,56,281
Bombay Town		...	60,256	...	...	27,324	54,680	4,33,126	14,821	...	68,840	...	...	6,59,047
Karachi		...	...	4,00,734	...	...	5,69,387	...	...	...	...	...	...	9,70,121
	Total	...	60,256	4,00,734	2,69,983	92,249	6,44,404	4,34,162	14,821	...	68,840	...	...	19,85,449
Linseed—														
Calcutta		...	...	...	5,14,907	2,42,113	...	20,062	...	25,016	23,878	...	...	8,25,976
Bombay Town		159	35,962	...	...	13,423	...	96,364	31,444	...	61,266	21,495	...	2,60,113
Karachi		...	...	...	...	...	...	...	...	...	...	...	...	...
	Total	159	35,962	...	5,14,907	2,55,536	...	1,16,426	31,444	25,016	85,144	21,495	...	10,86,089
Indigo—														
Calcutta		...	...	...	22	...	...	...	...	...	...	...	...	22
	Total	...	...	...	22	...	...	...	...	...	...	...	...	22
GRAND TOTAL		4,260	3,72,612	4,22,097	7,93,620	3,59,294	6,50,281	5,51,911	1,62,299	27,510	2,36,890	36,141	...	36,16,975

* The imports of indigo into Bombay Town and Karachi are not returned.

W. C. BENETT,
Offg. Secretary to the Government of India.

DEPT. OF REVENUE AND AGRICULTURE,
Simla, the 28th August, 1890.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Statement of gross receipts and expenses of Indian Railways from 1st January to 10th August 1889 and from 1st January to 9th August 1890.

N.B.—In column *Total receipts from 1st January to 9th August 1890*, audited figures have been used as far as possible.

Railways.	Total actual receipts from 1st July to 10th August 1889.			Total approximate receipts from 1st July to 9th August 1890.			Total actual receipts from 1st January to 10th August 1889.		Total approximate receipts from 1st January to 9th August 1890.		Total increase in 1890.	Total decrease in 1890.
	Total mean length open.	Receipts. Total.	Receipts. Per mile open per week.	Total mean length open.	Receipts. Total.	Receipts. Per mile open per week.	Total.	Per mile open per week.	Total.	Per mile open per week.		
State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
East Indian (*a*)	1,526	43,27,987	484	1,526	36,75,562	422	2,84,80,621	588	2,71,25,230	563	...	13,55,391
Patna-Gya	57	52,239	150	57	41,771	128	3,03,831	108	2,97,686	165	...	6,145
Bareilly-Pilibhit	36	8,750	42	39	9,087	47	68,127	60	71,659	63	3,532	...
Bengal-Nágpur (*b*)	305	1,20,142	70	584	1,78,803	61	14,08,401	152	18,63,707	114	4,55,306	...
Indian Midland (*c*)	692	2,84,103	83	752	2,48,449	57	18,20,559	99	22,73,678	96	4,44,119	...
Rajputana-Malwa	1,664	17,08,730	182	1,672	13,93,000	143	1,32,94,485	252	1,11,77,164	212	...	21,17,321
Southern Mahratta	857	4,21,710	84	1,042	4,05,504	71	25,90,047	96	26,82,512	85	85,865	...
Do. Mysore Section	219	78,034	60	296	1,30,305	81	4,19,125	66	6,62,384	71	2,43,259	...
Villupuram-Guntakal	83	20,974	54	83	27,957	59	1,59,829	61	1,48,646	57	...	11,183
TOTAL	5,439	70,87,784	223	6,048	60,86,128	176	4,85,69,625	289	4,63,02,666	247	...	22,57,959
State Lines worked by the State.					(*e*)		(*d*)		(*e*)			
North Western	2,386	(*d*)20,41,462	210	2,399	27,46,290	200	1,64,94,480	218	1,04,54,021	217	...	40,459
Oudh and Rohilkhand	692	6,86,203	169	692	5,87,795	149	47,87,004	218	47,17,894	216	...	69,110
Lucknow-Sitapur-Seramau	105	33,003	54	105	29,890	50	2,03,377	61	2,24,823	68	21,446	...
Eastern Bengal	747	10,17,304	253	767	10,57,020	245	55,58,254	255	61,22,345	256	5,64,091	...
Bengal Central	125	73,418	100	125	69,630	98	4,31,000	109	4,05,970	103	...	25,036
Nalháti	27	9,739	62	27	10,900	71	63,558	74	65,621	77	2,063	...
Wardha Coal (*f*)	45	84,243	320	45	85,402	341	5,77,847	405	6,02,196	424	24,349	...
Cherra-Companyganj	7	840	20	8	1,809	45	3,891	17	8,305	37	4,414	...
Jorhát	25	7,708	45	25	8,224	57	35,036	38	34,451	38	...	585
Burma (*g*)	553	4,38,165	147	556	4,68,297	148	30,13,265	187	35,00,265	201	4,88,000	...
TOTAL	4,712	52,92,211	192	4,749	50,68,257	187	3,11,67,718	213	3,21,36,891	215	9,69,173	...
Lines worked by Guaranteed Companies.												
Great Indian Peninsula (*h*)	1,440	24,71,465	293	1,440	24,33,261	295	2,46,22,656	538	2,51,93,626	553	5,70,970	...
Bombay, Baroda and Central India	461	10,21,680	379	461	8,33,000	310	88,72,715	607	86,70,991	590	...	2,01,724
Madras	840	10,38,476	211	849	11,04,288	230	55,44,824	208	55,88,034	210	43,210	...
South Indian	654	6,24,046	103	654	6,91,138	185	34,71,362	167	36,85,471	179	2,14,109	...
TOTAL	3,395	51,55,667	259	3,395	50,61,687	261	4,25,11,557	385	4,31,38,122	402	6,26,565	...
GRAND TOTAL (GUARANTEED AND STATE)	13,546	1,75,35,662	221	14,192	1,62,16,072	200	12,22,39,900	290	12,15,77,679	274	...	6,62,221
GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,92,16,584	141	6,07,43,099	137	15,26,515	...
NET RECEIPTS	...	...	...	...	...	...	6,30,23,316	149	6,08,34,580	137	...	21,88,736
Assisted Companies.												
Tárakeshwar	22	28,164	218	22	27,083	216	1,91,966	275	1,93,319	279	1,353	...
Bengal and North-Western (*i*)	649	4,30,857	113	631	3,55,343	90	26,73,674	130	29,87,161	144	3,13,487	...
Rohilkhand-Kumaun	67	37,364	95	67	30,589	80	2,24,495	106	2,31,126	109	6,631	...
Dibru-Sadiya	78	(*j*) 48,644	128	78	(*k*) 49,445	134	(*l*) 2,89,437	121	(*m*) 3,04,613	127	15,176	...
TOTAL	816	5,45,029	114	858	4,62,460	94	33,79,572	129	37,16,219	143	3,36,647	...
Native States Lines worked by Companies.												
The Nizam's Guaranteed State	354	2,38,784	115	354	2,67,313	133	14,00,442	125	16,44,089	147	2,43,647	...
The Gaekwar's Dabhoi	59	11,913	34	72	15,020	36	92,271	49	1,20,885	62	28,614	...
The Gaekwar's Mehsána	27	5,333	34	27	4,600	29	30,520	43	31,802	37	...	...
The Gaekwar's Petlád	...	...	...	14	4,400	56	...	...	(*n*) 14,235	76	14,235	4,658
TOTAL	440	2,56,130	99	467	2,91,423	109	15,29,233	110	18,11,071	125	2,81,838	...
Native States Lines worked by the State.												
Rájpura-Bhátinda	...	(*o*)	...	108	59,610	97	(*o*)	...	(*p*) 1,63,970	81	1,63,970	...
Native States Lines.												
Jodhpore	124	32,707	45	124	37,100	52	2,30,305	59	2,43,238	63	12,933	...
Bhávnagar-Gondal-Junágarh Porbandar	261	93,300	61	331	1,05,670	56	9,56,235	116	10,74,584	103	1,18,349	...
Morvi	68	15,082	38	94	28,999	54	1,20,837	56	1,63,029	55	42,192	...
TOTAL	453	1,41,089	53	549	1,71,769	55	13,07,377	91	14,80,851	85	1,73,474	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Ásansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*e*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*f*) Includes the Warora Colliery.
(*g*) Includes the Toungoo-Mandalay Railway.
(*h*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*i*) Includes the Tirhoot State Railway.
(*j*) Total receipts from 1st July to 3rd August 1889.
(*k*) Total receipts from 1st July to 2nd August 1890.
(*l*) Total receipts from 1st January to 3rd August 1889.
(*m*) Total receipts from 1st January to 2nd August 1890.
(*n*) Total receipts from 5th May to 9th August 1890.
(*o*) Included with the North Western Railway.
(*p*) Total receipts from 1st April to 9th August 1890.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, 29th August, 1890.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XVIII OF 1890-91.

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 August 1889.			Week ending 9th August 1890.			Total Receipts from 1st April to 10th August 1889.		Total Receipts from 1st April to 9th August 1890.		Total increase in 1890-91.	Total decrease in 1890-91.
		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.		
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
16th August 1890	East Indian (*a*)	1,526	6,80,800	446	1,526	6,08,954	399	1,63,54,737	568	1,47,94,492	518	...	15,60,245
16th ditto	Patna-Gya	57	7,898	138	57	6,441	113	1,66,236	155	1,63,514	158	2,278	...
9th ditto	Bareilly-Pilibhit	36	1,308	36	36	1,269	35	37,224	55	34,077	51	...	3,147
9th ditto	Bengal-Nágpur (*b*)	305	16,889	55	584	30,345	52	7,21,381	126	10,85,219	103	3,63,338	...
9th ditto	Indian Midland (*c*)	752	47,060	63	752	38,111	51	10,49,122	87	11,89,413	85	1,40,291	...
16th ditto	Rajputana-Malwa	1,664	2,82,824	170	1,672	2,09,000	125	77,60,498	247	61,64,061	197	...	15,96,437
9th ditto	Southern Mahratta	857	65,773	77	1,042	65,885	63	16,37,839	101	16,20,554	86	...	17,285
9th ditto	Do. Mysore Section	219	14,082	64	296	22,276	75	2,69,142	65	4,05,882	73	1,36,740	...
9th ditto	Villupuram-Guntakal	83	4,503	54	83	5,366	65	93,756	60	89,007	57	...	4,749
	TOTAL	5,499	11,21,137	204	6,048	9,87,647	163	2,80,90,435	277	2,55,51,219	228	...	25,39,216
	State Lines worked by the State.												
16th August 1890	North Western	2,386	(*d*)4,51,958	189	2,399	(*e*) 4,03,986	168	(*d*)99,81,235	222	(*e*) 92,23,273	205	...	7,57,962
9th ditto	Oudh and Rohilkhand	692	1,01,323	146	692	80,856	117	29,84,580	229	25,68,594	198	...	4,15,986
9th ditto	Lucknow-Sitapur-Seramau	105	5,531	53	105	4,547	43	1,27,497	64	1,22,235	62	...	5,262
9th ditto	Eastern Bengal	747	2,29,241	307	767	2,08,000	271	31,52,746	240	33,75,635	237	2,22,889	...
9th ditto	Bengal Central	125	15,572	125	125	13,030	104	2,53,265	107	2,35,640	101	...	17,625
9th ditto	Nalháti	27	1,064	61	27	1,600	59	35,318	69	36,908	73	1,590	...
9th ditto	Wardha Coal (*f*)	45	13,459	299	45	21,069	468	3,06,473	361	3,72,313	442	65,840	...
9th ditto	Cherra-Companyganj	7	176	25	8	443	55	2,089	15	4,555	30	2,466	...
9th ditto	Jorhát	25	1,428	57	25	1,546	61	22,092	46	20,977	44	...	1,115
9th ditto	Burma (*g*)	553	67,741	122	559	74,531	134	17,16,261	165	18,27,123	176	1,10,862	...
	TOTAL	4,712	8,88,093	188	4,749	8,09,608	170	1,85,81,556	211	1,77,87,253	200	...	7,94,303
	Lines worked by Guaranteed Companies.												
9th August 1890	Great Indian Peninsula (*h*)	1,440	3,63,141	252	1,440	3,88,883	270	1,31,04,561	481	1,37,54,290	509	6,49,729	...
16th ditto	Bombay, Baroda and Central India	461	1,72,566	374	461	1,34,000	291	51,39,475	591	50,68,224	587	...	71,251
9th ditto	Madras	840	1,65,857	197	840	1,34,017	219	34,29,765	217	34,15,168	217	...	14,597
9th ditto	South Indian	654	1,02,282	156	654	1,08,528	166	21,85,523	177	23,03,754	188	1,18,231	...
	TOTAL	3,395	8,03,846	237	3,395	8,15,428	240	2,38,59,324	373	2,45,41,436	386	6,82,112	...
	GRAND TOTAL (GUARANTEED AND STATE)	13,606	28,13,076	207	14,192	26,12,683	184	7,05,31,315	278	6,78,79,908	257	...	26,51,407
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,55,79,676	140	3,42,57,352	130	...	13,13,324
	NET RECEIPTS	...	...	...	...	...	...	3,49,60,639	138	3,36,22,556	127	...	13,38,083
	Assisted Companies.												
16th August 1890	Tárakeshwar	22	4,785	217	22	4,465	203	1,10,802	267	1,11,931	272	1,129	...
9th ditto	Bengal and North Western (*i*)	649	76,530	118	691	52,179	76	17,46,711	150	16,76,128	135	...	70,583
9th ditto	Rohilkhand-Kumaun	67	5,302	79	67	4,223	63	1,43,665	118	1,36,322	109	...	12,343
2nd ditto	Dibru-Sadiya	...	...	...	...	(*j*)	...	(*k*) 1,74,234	125	(*l*) 1,81,206	131	6,972	...
	TOTAL	738	86,617	117	780	60,867	78	21,80,412	142	21,05,587	136	...	74,825
	Native States Lines worked by Companies.												
9th August 1890	The Nizam's Guaranteed State	354	43,968	124	354	40,022	113	7,91,646	119	9,36,844	141	1,45,198	...
16th ditto	The Gaekwar's Dabhoi	59	1,718	29	72	2,860	40	52,269	47	77,950	65	25,681	...
16th ditto	The Gaekwar's Mehsána	27	808	30	27	700	26	22,628	44	19,457	39	...	3,171
16th ditto	The Gaekwar's Petlád	...	...	...	14	710	52	...	...	(*m*) 14,235	76	14,235	...
	TOTAL	440	46,494	106	467	44,292	95	8,66,543	104	10,48,486	122	1,81,943	...
	Native States Lines worked by the State.												
16th August 1890	Rájpura-Bhátinda	...	(*n*)	...	108	11,922	110	(*n*)		1,63,970	81	1,63,970	...
	Native States Lines.												
16th August 1890	Jodhpore	124	5,209	42	124	5,700	46	1,33,341		1,44,657	62	11,316	...
9th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	261	15,450	59	331	16,500	50	5,43,928	111	6,56,013	106	1,12,085	...
9th ditto	Morvi	68	2,358	35	94	3,767	40	82,698	64	1,28,034	72	45,336	...
	TOTAL	453	23,017	51	549	25,967	47	7,59,967	89	9,28,704	90	1,68,737	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Ásansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*e*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*f*) Includes the Warora Colliery.
(*g*) Includes the Toungoo-Mandalay Railway.
(*h*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*i*) Includes the Tirhoot State Railway.
(*j*) Return not received.
(*k*) Total receipts from 1st August 1889 to 3rd August 1889.
(*l*) Total receipts from 1st April to 2nd August 1890.
(*m*) Total receipts from 5th May to 9th August 1890.
(*n*) Included with the North Western Railway.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, 29th August, 1890.

SUPPLEMENT TO

The Gazette of India.

No. 36.} CALCUTTA, SATURDAY, SEPTEMBER 6, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JULY 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	*	9 3	9 14	11 11	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	14 9
Tavoy	...	...	...	...	11 4	11 13	12 9	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	390 3	399 3	17 14½	17 14½
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 13	9 13	12 14	10 14	...	...	...	...	...	...	...	...	11 2	11 2	16 6	20 8	...	...	143 0	143 0	14 3	14 3
Rangoon	7 6	7 6	...	...	10 3	11 2	11 2	12 1	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 5	10 3	12 1	12 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	11 15	13 2	14 2	15 10	...	...	...	...	...	...	...	...	11 7	11 7	...	...	...	...	203 0	208 5	14 0	14 0
Pegu (inland)—																										
Shwegyin	...	...	...	...	8 8	9 13	9 9	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	8 2	...	...	11 7	11 7	13 5	13 5	...	...	...	...	...	...	...	...	11 7	11 7	15 0	...	8 2	8 2	450 0	450 0	15 0	15 0
Henzada	...	...	...	...	10 9	10 9	10 9	10 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	11 3	13 4	12 10	...	...	...	...	...	...	...	...	11 14	11 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	13 6	13 6	...	...	11 11	11 11	13 13	13 13	...	...	...	...	...	...	...	...	12 12	12 12	32 3	...	...	...	326 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	11 10	11 13	...	...	10 5	10 0	11 4	11 4	...	...	...	...	...	...	...	...	9 10	9 10	25 2	20 7	10 0	9 3	60 0	65 0	15 3	16 14
Arakan—																										
Sandoway	...	...	...	...	22 11	24 0	30 13	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 7	11 3
Kyaukpyu	...	...	...	...	16 10	16 10	18 1	18 3	...	...	...	...	...	...	...	...	6 0	6 0	*	...	...	...	333 0	340 0	12 0	12 0
Akyab	...	8 8	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	120 0	120 0	11 0	12 0
Assam—																										
Surma—																										
Sylhet	10 8	10 8	...	...	11 8	11 8	14 8	14 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	108 0	108 0	9 12	9 12
Cachar	9 0	10 3½	...	...	10 8	8 0	12 12½	11 0	...	...	...	...	...	...	...	...	13 3½	13 3½	...	...	...	...	80 0	80 0	9 6¾	9 6¾
Khási and Jaintia Hills	...	...	...	...	5 8	5 8	8 0	7 0	...	...	...	...	...	...	...	...	9 8	9 0	16 0	16 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	10 0	9 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goalpara	16 0	18 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	18 0	18 0	80 0	80 0	9 0	9 0
Kámrúp	10 0	10 0	...	...	6 0	7 0	13 0	15 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	7 0	7 0	...	...	12 0	12 12	14 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	150 0	8 0	8 0
Nowgong	...	...	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	9 0	10 0	...	...	...	...	120 0	120 0	8 8	8 0
Sibsagar	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	9 0	9 0	...	...	6 8	6 8	10 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	10 10½	13 6	13 6½	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Naga Hills	6 0	6 0	...	...	8 0	8 0	15 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	8 0	8 0	...	8 0	8 0
Lushai Hills	...	...	...	...	4 0	5 0	8 0	8 8	...	...	...	...	...	...	...	...	4 8	5 0	...	...	...	...	60 0	80 0	4 4	4 4
Eastern—																										
Backergunge	...	...	...	...	12 5	12 5	14 8	14 0	...	...	...	...	...	...	...	...	14 8	15 4	...	...	12 5†	12 5†	120 0	120 0	10 3	10 5
Maukholly	...	...	...	...	14 0	13 8	15 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	...	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	12 0	12 0	15 0	15 8	...	...	...	...	...	...	...	...	12 0	12 12	...	...	...	...	110 0	110 0	9 0	9 0
Tipperah	13 14½	13 5	...	...	10 0	10 0	13 14½	13 5	...	...	...	...	...	...	...	...	10 10⅔	10 10⅔	...	...	8 0	8 0	...	...	9 11	9 11
Dacca	13 0	13 0	16 0	16 0	13 0	12 0	14 0	13 0	...	...	...	...	...	...	...	...	13 0	14 0	...	...	13 0	13 0	160 0	160 0	9 8	9 8
Mymensingh	11 4	11 8	...	...	10 0	10 4	13 8	13 8	...	...	...	...	...	...	...	...	14 0	13 0	...	...	13 8	13 0	...	...	9 8	9 8
Deltaic—																										
Khoolna	...	...	...	...	13 0	12 8	14 4	17 0	...	...	...	...	...	...	...	...	15 0	12 8	...	...	...	...	160 0	160 0	8 0	8 0
24-Pergunnahs	15 0	15 0	18 0	17 0	8 0	8 0	13 12	14 0	...	...	...	...	...	...	7 0	6 8	20 0	18 12	...	...	17 0	17 0	100 0	200 0	10 0	10 0
Midnapore	13 0	13 0	...	...	12 12	13 0	16 4	15 10	...	...	...	...	...	...	...	...	15 8	15 0	...	...	13 0	13 0	120 0	120 0	10 0	10 2
Howrah	...	...	...	...	11 4	11 8	13 4	14 8	...	...	...	...	...	...	...	...	18 12	20 0	...	...	13 0	13 0	100 0	100 0	10 0	10 10
Calcutta	13 9	13 6	17 7	16 8	8 14	8 11	13 1	13 0	18 13	18 0	13 0	12 7	...	...	8 2	9 0	17 3	17 7	18 3	18 0	17 0	16 5	92 8	92 8	10 7	10 7
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 10	15 0	20 0	20 0	11 33⅓	11 7	12 13	12 14	...	...	...	...	...	...	...	...	20 10	20 0	...	...	19 10	19 0	...	...	9 13	9 13
Jessore	13 4	13 4	...	...	12 0	11 0	16 0	14 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	15 0	15 0	20 0	20 0	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	14 0	14 8	20 0	20 0	15 0	16 0	18 0	17 8	...	...	...	...	...	...	...	...	17 0	17 8	26 0	26 0	20 0	20 8	240 0	240 0	10 0	10 0
Burdwan	14 0	14 0	...	...	12 0	12 0	14 13	15 9	...	...	...	...	...	...	...	...	20 0	19 0	...	...	19 0	19 8	100 0	100 0	10 6	10 0
Beerbhoom	16 8	16 8	...	...	13 8	13 8	16 8	16 0	...	...	...	...	...	...	...	...	18 12	18 8	...	...	13 8	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	11 0	11 0	15 0	15 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	200 0	200 0	10 10	10 10
Sonthal Pergunnahs	14 0	14 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	17 0	20 0	20 0	21 0	21 0	200 0	200 0	9 8	9 4
Pubna	18 0	19 0	...	...	7 0	7 8	15 0	14 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	18 0	18 0	200 0	200 0	8 11	8 11½
Bogra	16 14	15 12	...	...	12 0	12 0	17 4	17 4	...	...	...	...	...	...	...	...	16 14	15 12	...	...	...	...	90 0	90 0	9 3	9 0
Rajshahye	16 8	16 8	21 0	19 8	12 12	12 12	13 11	13 8	...	...	...	...	...	...	...	...	22 8	21 0	...	...	19 8	18 10	240 0	240 0	9 0	9 0
Maldah	18 8	18 0	...	...	12 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	22 8	21 0	...	...	...	...	120 0	120 0	9 8	9 8
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 5	10 5	100 0	100 0	9 6	9 6
Dinagepore	15 0	15 8	17 0	16 0	13 4	13 4	15 9	15 9	...	...	...	...	...	...	...	...	18 0	18 0	...	...	14 8	15 12	170 0	180 0	10 0	9 8
Jalpáiguri	13 0	13 0	16 0	16 0	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	200 0	200 0	9 0	9 0
Darjeeling	10 0	10 0	9 0	9 0	5 0	5 0	9 0	11 0	...	...	...	...	13 0	...	...	...	11 0	10 0	11 0	11 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Pooree	10 8	10 8	...	...	13 2	13 2	17 1	21 0	...	...	...	...	...	...	...	...	14 6	14 7	...	...	13 2	13 2	80 0	80 0	11 0	10 8
Cuttack	14 7	10 8	...	...	10 8	10 8	15 12	17 1	...	...	...	...	...	...	...	...	14 7	14 7	...	...	21 0	18 6	80 0	80 0	8 0	8 0
Balasore	15 0	15 0	13 0	13 0	11 0	11 0	16 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	12 0	12 0	20 0	14 0	16 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	14 0	12 0	20 0	20 0	22 0	21 0	240 0	240 0	8 0	8 0
Manbhoom	14 0	14 0	...	...	12 0	13 0	18 0	19 0	...	...	...	...	...	...	...	...	17 4	17 0	...	25 0	18 0	19 0	200 0	200 0	9 2	9 2
Lohardugga	8 0 to 14 0	8 0 to 14 4	...	...	14 0	...	16 0 to 19 0	16 0 to 18 0	...	...	...	...	40 0	37 8	...	...	14 4	14 0	...	...	20 0 to 27 0	20 8 to 25 0	120 0	130 0	8 12	8 8
Hazáribágh	14 0 to 16 0	14 8 to 15 0	18 0	18 0	9 0	9 0	16 0	16 0	...	...	...	...	28 0	27 0	...	...	16 8	16 0	22 0	21 0	20 0	20 0	320 0	320 0	8 8	8 0

* Re. 1 per 100 cobs.

† Khesari.

RETAIL PRICES FOR THE 1st HALF OF JULY 1890—*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.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Ch. S.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Monghyr	18 6	18 14	22 0	23 1	12 9	11 8	15 12	15 12	...	16 12	...	...	...	...	14 11	14 11	24 14	24 2	21 0	21 0	21 0	21 0	168 0	147 0	9 15	9 15
Gya	16 0	16 0	22 0	21 0	11 8	9 8	15 8	15 8	...	...	...	...	...	...	15 8	15 0	20 0	20 0	...	...	20 0	15 8	200 0	160 0	9 2	9 2
Patna	16 4 to 17 4	17 4 to 18 4	23 8	24 0	10 8	10 8	16 7	16 12	22 0	21 0	...	...	25 0	25 0	19 0	19 0	21 0	21 8	...	...	22 8	24 0	120 0	120 0	10 0	10 0
Shahabad	16 0	15 0	20 0	20 0	9 0	8 0	14 0	14 0	16 0*	18 0	...	...	...	...	...	...	23 0	23 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	18 0	18 0	...	...	15 0	15 0	17 0	16 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	15 0	15 0	130 0	130 0	9 0	9 0
Bhágalpur	17 11	17 11	21 7	22 11	10 1 to 12 10	10 1 to 13 4	13 14 to 16 6	13 14 to 17 0	...	...	...	...	...	...	...	...	22 11	22 11	22 11	21 3	21 7	21 7	126 4	126 4	10 1	10 1
Durbhunga	15 6	15 6	20 14	21 0	13 0	13 3	15 6	15 6	...	...	...	...	24 0	25 0	...	...	22 0	22 0	22 0	19 0	20 14	21 0	180 0	160 0	11 0	10 0
Mozufferpore	17 0	17 8	22 0	20 0	9 0	9 0	14 0	15 0	...	...	...	...	...	...	...	...	20 0	20 8	20 0	19 0	21 0	20 0	160 0	160 0	10 0	10 0
Sarun	16 4	16 4	21 4	21 8	8 8	8 8	14 3	14 0	...	...	...	...	22 0	22 0	16 0	16 0	21 4	21 8	...	...	21 4	20 12	160 0	160 0	10 0	9 12
Chumparun	17 0	18 0	23 0	24 0	8 0	8 13	15 0	13 0	...	...	...	...	...	22 0	...	...	22 0	23 0	...	21 0	21 0	21 0	160 0	160 0	10 0	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13	13 0	17 0	16 0	8 0	7 0	13 0	12 0	16 0	16 0	16 0	15 0	...	...	13 0	12 0	19 0	20 0	18 0	17 0	22 0	22 0	100 0	100 0	10 0	10 0
Benares	14 6	14 6	18 2	17 14	9 12	9 3	14 14½	13 0	18 7	18 11	16 8	16 13	...	...	11 0	9 8	19 0	19 4	17 14	19 0	20 1	20 10	120 0	120 0	10 6½	10 6½
Ghazipur	14 2	14 8	18 0	19 14	6 7	6 7	12 14	12 14	20 10	20 10	18 0	18 10	25 4	28 5	19 5	19 5	20 0	21 14	19 5	19 5	20 9	20 9	148 12	154 8	9 10	9 10
Jaunpur	15 0	15 8	19 0	20 0	7 0	7 0	11 0	11 0	..	...	...	...	...	...	...	...	18 8	22 0	...	...	23 8	23 0	140 0	140 0	8 8	8 0
Allahabad	13 10	13 12	18 8	19 12	7 0	7 0	11 0	11 0	18 0	20 0	19 0	19 0	...	...	..	...	20 8	20 0	20 0	20 0	23 0	21 8	120 0	120 0	10 0	10 0
Central—																										
Bánda	14 6	14 12	18 4	22 8	8 4	8 8	15 4	15 0	20 8	21 0	19 8	21 0	...	...	...	...	20 12	21 0	...	...	17 12	18 8	180 0	180 0	10 2	10 4
Fatehpur	14 12	15 0	17 0	17 0	12 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	18 0	18 8	...	...	27 0	26 0	160 0	160 0	10 12	10 12
Hamirpur	15 0	14 12	16 0	17 4	9 0	9 0	11 0	11 0	18 0	18 4	18 0	...	...	...	...	...	21 4	21 12	...	...	25 0	26 8	140 0	140 0	10 4	10 4
Jalaun	16 0	16 0	20 0	20 0	9 0	9 0	10 0	10 0	21 0	20 0	20 0	20 0	15 0	15 0	16 0	16 0	21 0	21 0	18 0	18 0	23 0	23 0	140 0	140 0	10 0	10 0
Cawnpore	15 8	15 12	20 4	20 0	8 12	8 8	13 0	13 0	19 0	19 0	19 0	19 0	...	...	27 0	25 0	19 12	20 12	...	...	24 0	24 8	150 0	150 0	11 12	11 12
Etáwah	16 2	16 2	18 2	18 10	6 0	6 0	14 0	14 0	16 8	16 8	16 8	16 8	15 0	16 0	12 0	12 0	19 6	19 4	20 0	20 0	24 8	24 8	120 0	120 0	11 0	11 0
Farukhabad	14 8	14 6	18 8	18 8	6 0	6 0	9 0	9 0	...	...	...	...	...	...	...	...	20 8	21 0	...	...	22 8	21 0	120 0	130 0	10 8	10 8
Mainpuri	16 4	16 0	19 0	18 8	4 8	4 8	12 0	12 0	9 0	15 0	11 0	15 9	...	...	...	...	19 12	19 4	13 0	20 0	22 4	22 8	160 0	160 0	11 0	11 0
Etah	17 4	17 4	20 12	21 4	6 8	6 8	11 8	11 8	18 4	16 4	11 12	11 4	24 4	24 4	10 4	10 4	24 4	24 4	24 4	24 4	17 4	17 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	16 4	16 4	26 0	24 0	9 0	9 0	11 8	11 8	24 0	24 0	15 0	15 0	30 0	30 0	28 0	26 0	20 8	20 0	26 0	26 0	13 0	13 0	160 0	160 0	10 4	10 0
Jalaun	17 1	17 5	24 9	24 12	7 12	7 12	12 4	12 4	22 9	23 0	22 4	22 4	...	...	...	...	18 2	19 6½	...	...	26 4	26 4	180 0	180 0	10 8	10 8
Agra	15 0	15 0	19 0	19 0	5 0	5 0	9 0	9 0	17 8	17 8	18 0	18 0	...	...	16 0	17 0	18 12	19 4	...	...	16 0	16 0	100 0	100 0	11 8	11 8
Muttra	15 8	15 8	19 8	20 0	7 8	7 8	12 8	12 12	16 0	18 0	16 0	16 0	...	...	8 0	8 0	20 0	20 8	...	...	23 8	24 0	140 0	140 0	11 8	10 8
Aligarh	16 8	16 12	21 8	20 4	5 4	5 4	9 4	9 4	20 0	19 8	15 0	15 0	...	...	16 0	16 0	19 4	20 4	24 0	24 0	24 0	23 12	120 0	120 0	11 8	11 4
Bulandshahr	18 0	18 8	21 0	21 0	7 0	7 0	11 0	11 0	19 8	19 8	16 0	16 0	...	...	16 0	16 0	20 8	21 4	20 0	20 0	11 8	11 4	120 0	120 0	11 4	11 6
Meerut	16 12	17 0	20 8	22 0	5 8	5 8	12 0	12 0	20 0	17 0	18 0	18 0	12 0	12 0	12 0	12 0	19 8	20 8	22 0	22 0	22 0	23 0	100 0	100 0	10 0	11 8
Sub-montane—																										
Kumaon	15 10	15 8	19 4	20 8	9 4	9 4	15 8	15 8	...	...	...	...	...	...	13 0	13 12	21 12	23 2	...	...	20 8	21 0	140 0	155 0	10 4	10 6
Rámpur	14 12	14 12	18 1	18 8	8 14	8 14	12 8	12 8	...	...	...	...	...	...	...	...	18 8	19 3	...	...	15 8	16 4	177 8	177 8	9 13	9 13
Moradabad	15 4	14 6	20 11	20 11	9 0	9 0	13 15	14 6	...	...	...	...	18 0	18 0	12 9	12 9	21 10	22 1	...	...	21 2	21 10	140 0	140 0	9 10	9 10
Bijnor	16 8	16 8	19 8	19 0	8 8	8 8	25 0	26 0	10 0	13 0	...	...	12 0	12 0	8 0	8 0	22 0	22 0	18 0	18 0	19 0	19 0	120 0	120 0	10 0	10 0
Saháranpur	16 12	16 4	23 8	23 0	8 8	8 8	14 8	14 0	...	...	...	...	...	...	...	...	22 0	22 8	...	...	22 8	24 0	140 0	140 0	11 0	10 12
Dehra	15 0	15 12	19 0	19 4	6 0	6 0	13 8	13 0	23 0	13 0	16 0	15 0	...	...	...	...	19 0	19 12	...	...	23 0	23 8	192 0	192 0	11 4	10 12
Mussoorie	16 0	15 12	20 8	20 4	13 0	12 8	15 4	15 0	17 0	...	...	...	...	...	...	...	20 10	21 14	...	...	...	25 0	130 0	160 0	10 14	10 14
	14 6	14 6	20 8	20 10	12 8	6 9	12 12	13 12	16 4	15 0	17 8	18 2	...	...	17 8	19 6	18 12	19 11	20 0	16 4	21 4	22 8	125 0	137 8	10 10	10 10
	15 4	15 0	21 8	21 8	7 8	7 8	13 8	13 8	16 8	16 8	16 8	16 8	...	...	15 8	21 0	19 8	20 8	20 0	20 8	22 0	23 8	150 0	150 0	11 4	11 4
	15 0	15 0	25 8	25 9	7 8	7 8	12 8	12 8	12 8	12 8	16 4	16 4	...	...	12 8	12 8	18 12	18 12	20 0	20 0	25 0	25 0	160 0	160 0	10 0	10 0
	15 8	16 0	20 8	21 0	11 0	11 0	15 8	15 8	16 8	16 5	...	...	...	...	...	...	18 4	19 11	...	...	21 6	21 15	135 0	135 0	10 11	11 10
	17 10	18 2	20 5	20 14	6 9	6 9	11 9	11 9	17 10	16 8	12 2	12 2	12 2	12 2	8 13	8 13	20 7	21 7	17 10	17 10	13 2	13 2	132 0	132 0	10 14	10 12
	16 2	16 2	21 8	21 8	7 8½	7 8½	10 12	10 12	21 8	16 2	17 3	15 1	26 14	21 8	26 14	21 8	20 7	20 7	12 14½	12 14½	21 8	19 5½	129 0	129 0	11 4½	11 4½
	15 0	15 0	20 0	20 12	6 0	6 0	10 0	10 4	14 0	15 0	14 0	16 0	18 0	18 0	...	...	17 8	17 12	12 0	18 0	18 0	20 0	160 0	160 0	10 0	10 0
	10 0	10 0	12 0	13 0	9 0	8 8	10 0	10 0	...	...	...	...	11 0	13 0	12 0	14 0	11 8	12 0	...	...	10 0	9 0½	120 0	120 0	7 0	7 0
	12 8	14 0	16 0	18 0	8 0	7 0	10 0	10 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	15 6	15 6	19 0	19 10	11 0	12 0	11 8	13 5	...	...	...	...	...	...	...	...	19 12	20 2	...	...	14 4	15 8	200 0	180 0	9 0	9 8
Sultanpur	16 0	16 0	21 0	22 0	9 0	9 0	13 0	13 0	20 0	20 0	16 0	16 0	36 0	36 0	20 0	20 0	24 0	24 0	16 0	16 0	24 0	24 0	160 0	160 0	11 0	11 0
Rae-Bareli	15 12	15 12	20 0	20 8	7 0	7 8	13 0	13 0	16 0	15 8	14 0	14 8	22 0	22 0	15 0	15 0	23 0	22 8	18 0	18 0	25 0	25 0	180 0	180 0	10 0	10 2
Unao	15 8	15 8	18 0	18 0	8 0	8 0	13 0	13 0	16 0	16 0	17 0	17 0	...	...	15 0	15 0	21 8	21 0	16 0	20 0	18 0	18 0	160 0	160 0	11 0	11 0
Lucknow	15 8	15 8	20 0	20 0	6 0	6 0	11 0	11 8	16 0	16 0	17 0	17 0	...	...	22 0	20 0	19 0	19 10	18 0	16 0	23 0	23 0	120 0	120 0	10 8	10 8
Hardoi	17 0	17 0	22 8	22 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	22 0	23 0	...	...	16 0	16 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	14 12	14 12	19 12	20 0	11 8	11 8	12 8	12 8	13 0	13 0	18 0	18 0	17 0	17 0	16 0	16 0	20 8	20 8	20 0	20 0	21 8	21 8	110 0	110 0	10 0	10 0
Barabanki	15 8	16 0	22 0	22 0	10 0	10 0	11 0	11 0	17 0	17 0	16 0	16 0	24 0	24 0	17 0	17 0	21 0	22 0	16 0	16 0	23 0	23 12	140 0	140 0	10 12	10 12
Gonda	16 14	16 14	23 8	23 4	11 4	11 4	14 12	15 4	17 0	17 0	16 8	16 8	22 8	22 8	12 0	12 0	23 0	23 12	19 8	20 0	23 8	23 8	200 0	200 0	10 12	10 8
Bahraich	17 0	17 0	24 0	25 0	10 0	10 0	13 0	13 0	19 0	20 0	...	...	26 0	26 0	...	...	24 0	25 0	20 0	21 0	24 0	24 0	160 0	160 0	10 8	10 8
Sitapur	17 4	16 4	22 8	22 4	8 0	8 0	14 0	14 0	17 0	17 0	18 0	17 0	22 0	19 0	20 0	21 0	22 0	22 0	18 8	23 0	24 4	24 0	160 0	160 0	11 0	11 0
Kheri	17 0	17 12	23 8	25 8	8 0	8 0	12 0	13 8	20 0	18 0	...	...	...	...	8 0	8 0	24 0	25 8	22 8	20 0	26 0	27 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	16 4	15 10	23 12	22 8	7 8	7 8	9 8	9 1	21 14	20 15	12 8	12 8	...	...	...	...	20 0	20 0	21 4	20 0	25 0	23 12	...	...	15 10	15 10
Bánswára	22 8	21 4	20 0	21 4	7 8	7 8	13 12	15 0	...	...	...	...	...	...	...	...	26 0	23 12	30 0	30 0	15 0	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	12 14½	12 14½	17 9½	17 15½	7 6½	8 3½	8 9½	8 ...	17 3	17 3	14 1	14 1	*Nil*	*Nil*	13 4½	12 8	14 1	14 1	16 12½	16 12½	10 8	10 8	160 0	160 0	11 0	11 0
Sirohee	13 8	13 8	21 0	21 0	6 0	6 0	7 0	7 0	17 0	17 0	17 0	17 0	20 0	20 0	...	...	18 0	16 0	17 0	17 0	18 0	18 0	160 0	160 0	11 0	11 0
Erinpura	16 0	16 0	23 4	23 4	...	...	8 0	8 0	20 0	20 0	20 0	20 0	...	...	...	...	18 3	18 3	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	14 8	15 0	20 8	20 8	4 0	4 0	6 0	6 0	22 0	22 0	17 0	17 0	...	...	...	...	19 0	19 0	22 0	22 0	...	...	80 0	80 0	12 0	12 0
Abu	13 0	12 14	17 12	17 12	6 8	6 8	7 8	7 7	...	...	16 10	16 7	...	...	...	...	14 8	14 8	16 0	17 12	10 8	10 8	...	...	11 0	11 0
Kishengurh	15 4	15 8	21 8	21 0	9 0	9 0	10 0	10 0	18 8	21 0	17 8	16 12	...	...	...	...	19 0	18 8	18 0	20 12	...	...	...	...	13 0	13 0
Boondee	20 12	23 0	27 0	29 0	10 0	10 0	10 8	10 8	27 0	28 0	...	...	...	...	...	...	23 0	26 0	20 12	...	10 0	...	160 0	160 0	10 8	10 8
Kotah	19 0	20 0	27 8	27 8	6 4	6 8	7 8	8 0	27 8	30 0	16 8	16 8	...	...	...	...	25 0	25 0	17 0	20 0	20 0	20 0	240 0	240 0	10 0	10 0
Jhallawar	16 6½	17 6½	23 14	23 14	7 13½	7 13½	10 10	10 14	22 7	22 12½	16 1	16 1	...	...	14 6½	14 6½	21 7½	22 7	...	...	10 3	10 3	175 0	175 0	9 6	9 12
Tonk	17 12	19 1	26 6	25 2	8 8	8 8	9 8	9 8	26 8	27 0	...	...	...	...	...	...	23 8	24 0	...	...	...	...	80 0	80 0	10 8	11 2
Jeypore	16 0	15 8	22 0	21 8	4 12	4 12	7 12	7 12	22 0	22 0	17 12	18 0	...	‡	15 0	15 0	17-8 to 19 8	17-8 to 19 8	19 0	19 0	25 0	25 0	115 0	120 0	12 0	12 0
Kerowlee	15 0	15 0	18 12	18 7	11 4	10 0	12 8	11 4	18 12	19 6	16 4	17 8	...	...	17 8	17 8	17 8	17 8	...	...	20 0	20 0	200 0	210 0	10 10	11 0
Dholpur	14 11	14 9	18 0	18 0	7 14	7 14	10 2	10 2	18 5	17 15	17 10	17 2	...	...	15 12	15 14	17 12	17 9	...	...	22 15	22 0	90 0	90 0	11 4	11 4
Bhurtpore	16 0	16 0	21 4	21 4	6 11	6 10	9 8	9 8	17 8	17 8	17 0	17 0	...	...	11 0	11 0	19 12	19 12	10 0	19 0	20 0	22 8	240 0	240 0	11 12	11 12
Ulwur	15 13	15 14	20 5	20 15	7 12	7 12	9 6	9 6	21 8	22 0	16 8	17 2	...	...	11 8	11 8	20 10	20 12	21 1	21 0	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	17 6	17 10	25 8	25 6	4 0	4 0	7 0	7 0	25 4	25 4	16 0	16 0	...	...	...	...	24 0	24 13	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	14 14½	15 5½	21 11½	22 0	7 8	7 8	8 8	8 8	20 8	20 11	16 0	16 0	16 5½	...	...	...	19 13½	20 10½	21 0	21 10½	12 8	12 8	100 0	98 5½	12 8	12 8
Hilly Tracts of Meywar	15 0	15 0	23 0	16 0	...	...	12 8	12 8	...	...	...	...	...	...	...	...	13 0	14 8	20 0	20 0	...	...	‖	‖	11 8	11 8
Bálmer	12 10	13 0	...	...	5 0	5 0	7 6	7 6	...	...	17 14	17 14	...	...	...	...	9 0	13 0	...	...	...	...	260 0	260 0	13 0	11 12
Anádra	14 8	14 8	20 0	20 0	6 0	6 0	8 0	8 0	...	...	18 0	18 0	...	...	...	...	15 4	15 0	18 0	20 0	10 8	10 0	...	...	12 0	12 0
Shahpoora	17 0	17 4	24 8	25 0	9 0	8 9	12 8	12 9	27 0	26 0	21 0	21 0	...	...	...	...	20 0	20 0	24 8	27 0	...	...	160 0	160 0	11 0	11 4
Western—																										
Jodhpore	15 0	15 0	20 0	18 12	6 4	6 4	7 8	7 8	18 12	18 12	18 2	17 8	...	...	...	...	17 8	16 14	16 4	17 8	...	...	...	...	12 13	12 8
Jeysulmere	11 4	11 10	...	...	7 12	7 10	10 6	10 6	16 6	16 4	14 10	14 6	...	...	...	...	12 6	12 6	...	...	...	...	...	...	21 0	21 0
Bickaneer	11 5	11 15½	...	...	2 14	2 4	7 0	7 0	...	...	16 0	16 3½	...	...	...	...	12 13½	14 6½	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 8	13 14	8 0	18 0	7 0	7 0	8 9	8 0	21 14	25 4	19 3	20 0	...	...	...	...	17 2	18 0	30 0	30 0	18 5	18 7	120 0	120 0	10 8	10 8
Neemuch Cantonment	14 8	14 8	24 9	24 8	7 0	7 0	9 8	9 8	22 3	22 6	16 0	15 4	...	...	...	...	17 11½	18 0	24 0	23 4	24 0	24 0	180 0	180 0	11 12	11 12
Baghelkhand (Sutna)	15 8	16 12	19 8	19 0	8 0	8 0	12 0	14 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	21 0	22 8	160 0	160 0	10 8	10 6
Goona	19 8	19 8	20 0	20 0	8 8	8 8	9 0	9 0	26 0	26 0	...	...	...	...	...	...	22 0	22 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	12 2	12 5	17 6	16 12	7 4	7 4	8 3	7 11	17 6	17 4	15 1	15 1	...	...	11 5	10 14	11 5	11 14	18 2	18 2	12 7	12 5	135 15	145 0	10 4	10 4

* Matter. † For husked grain. ‡ Not sold. ‖ Six pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF JULY 1890—*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 cu mbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cu mbu (*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.	Firkwood. Present fortnight.	Firkwood. 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	21 0	24 0	...	...	9 0	10 0	20 0	20 0	20 0	21 0	‡	‡	†	†	23 0	24 0	19 0	18 0	†	†	120 0	120 0	11 0	11 0
Ferozepore	19 0	20 0	30 0	32 0	...	...	10 0	10 0	21 0	21 0	20 0	20 0	‡	‡	20 0	21 0	26 0	26 0	21 0	22 0	12 0	12 0	100 0	120 0	13 4	13 4
Montgomery	17 0	17 0	24 0	26 0	...	...	11 0	10 0	16 0	18 0	16 0	16 0	‡	‡	20 0	28 0	22 0	22 0	16 0	20 0	8 0	12 0	200 0	220 0	11 0	11 0
Central—																										
Gurgaon	17 0	18 0	21 0	22 0	..	...	10 0	10 0	19 0	18 0	19 0	19 0	‡	‡	†	†	21 0	22 0	19 0	18 0	23 0	24 0	130 0	130 0	11 0	11 0
Delhi	16 0	17 0	21 0	21 0	...	...	13 0	12 0	18 0	17 0	17 0	17 0	‡	‡	12 0	13 0	20 0	21 0	15 0	13 0	21 0	23 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	19 0	20 0	...	...	10 0	10 0	18 0	19 0	16 0	18 0	‡	‡	16 0	16 0	20 0	22 0	16 0	16 0	20 0	20 0	120 0	120 0	10 0	11 0
Karnál	17 0	17 0	24 0	23 0	...	...	11 0	11 0	22 0	16 0	16 0	16 0	20 0	20 0	16 0	16 0	21 0	21 0	24 0	18 0	19 0	20 0	160 0	160 0	9 8	9 8
Lahore	18 0	19 0	25 0	28 0	...	...	11 0	11 0	19 0	19 0	18 0	18 0	‡	‡	26 0	26 0	23 0	24 0	20 0	20 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	18 0	19 0	24 0	23 0	...	...	12 0	12 0	22 0	19 0	18 0	20 0	24 0	20 0	10 0	8 0	20 0	24 0	22 0	23 0	20 0	20 0	140 0	160 0	13 0	12 0
Ludhiána	20 0	20 0	27 0	27 0	...	...	12 0	12 0	25 0	23 0	21 0	22 0	†	‡	20 0	20 0	26 0	26 0	25 0	25 0	14 0	14 0	110 0	110 0	12 0	12 0
Jullundur	20 0	21 0	30 0	30 0	...	...	8 0	8 0	20 0	20 0	18 0	19 0	*	*	20 0	20 0	22 0	23 0	26 0	28 0	*	*	110 0	110 0	12 8	12 8
Hoshiárpur	20 0	20 0	28 0	30 0	...	...	10 0	10 0	22 0	19 0	20 0	19 0	12 0	12 0	20 0	16 0	22 0	22 0	24 0	24 0	14 0	14 0	95 0	115 0	13 2	13 2
Gurdáspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	20 0	16 0	14 0	14 0	†	†	12 0	12 0	23 0	23 0	22 0	20 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	19 0	20 0	29 0	29 0	...	...	10 0	10 0	21 0	19 0	15 0	17 0	†	†	19 0	19 0	24 0	25 0	19 0	17 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	12 0	12 0	15 0	16 0	...	...	8 0	8 0	13 0	15 0	13 0	13 0	17 0	17 0	10 0	10 0	14 0	14 0	16 0	15 0	9 0	10 0	65 0	65 0	8 0	7 12
Kángra	16 0	16 0	23 0	23 0	...	...	12 0	11 0	12 0	12 0	10 0	10 0	20 0	20 0	6 0	6 0	16 0	16 0	18 0	18 0	12 0	13 0	100 0	100 0	10 0	10 0
North-western—																										
Sháhpur	18 0	18 0	27 0	28 0	...	...	13 0	10 0	25 0	18 0	20 0	20 0	‡	‡	25 0	25 0	22 0	23 0	23 0	25 0	12 0	12 0	120 0	120 0	14 0	14 0
Gujránwála	19 0	18 0	27 0	26 0	...	...	13 0	12 0	19 0	17 0	16 0	14 0	‡	‡	16 0	16 0	24 0	23 0	27 0	27 0	†	†	105 0	85 0	13 0	13 0
Gujrát	20 0	20 0	30 0	29 0	...	...	11 0	11 0	26 0	22 0	21 0	22 0	‡	‡	12 0	12 0	23 0	23 0	24 0	26 0	†	†	120 0	120 0	14 0	14 0
Jhelum	20 0	20 0	30 0	28 0	...	...	12 0	12 0	22 0	22 0	22 0	22 0	*	*	22 0	23 0	28 0	27 0	11 0	11 0	130 0	120 0	14 0	14 0	14 0	14 0
Ráwalpindi	19 0	19 0	31 0	32 0	...	...	9 0	9 0	35 0	27 0	26 0	25 0	*	*	16 0	16 0	22 0	21 0	28 0	28 0	30 0	26 0	85 0	86 0	13 8	13 8
Hazára	22 0	20 0	33 0	32 0	...	...	11 0	12 0	‡	‡	‡	16 0	‡	‡	16 0	16 0	20 0	20 0	32 0	32 0	†	†	100 0	100 0	11 0	11 0
Peshawar	19 0	18 0	34 0	30 0	...	...	10 0	11 0	25 0	27 0	24 0	24 0	†	†	22 0	22 0	20 0	19 0	31 0	30 0	28 0	29 0	105 0	105 0	41 0	40 0
Kohát	21 0	22 0	33 0	36 0	...	...	15 0	15 0	23 0	31 0	31 0	31 0	†	†	†	29 0	23 0	23 0	33 0	31 0	20 0	25 0	145 0	145 0	60 0	60 0
Western—																										
Shahpur	20 0	19 0	27 0	28 0	...	...	10 0	10 0	25 0	25 0	23 0	23 0	20 0	20 0	20 0	20 0	25 0	24 0	24 0	24 0	*	*	200 0	240 0	13 0	13 0
Jhang	18 0	18 0	23 0	24 0	...	...	9 0	9 0	14 0	16 0	16 0	19 0	20 0	21 0	20 0	20 0	18 0	18 0	16 0	16 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	17 0	27 0	27 0	...	...	11 0	12 0	21 0	23 0	20 0	23 0	†	†	22 0	26 0	21 0	21 0	22 0	22 0	†	†	90 0	100 0	13 0	13 0
Bannu	27 0	28 0	51 0	51 0	...	...	13 0	13 0	30 0	40 0	30 0	31 0	8 0	6 0	8 0	6 0	32 0	32 0	40 0	40 0	†	†	80 0	60 0	40 0	40 0
D. I. Khan	21 0	21 0	35 0	36 0	...	...	8 0	8 0	27 0	28 0	26 0	27 0	26 0	*	6 0	6 0	27 0	28 0	*	*	‡	‡	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	15 0	16 0	16 0	16 0	16 0	‡	‡	‡	‡	19 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khan	17 0	17 0	23 0	23 0	...	...	8 0	8 0	25 0	25 0	24 0	24 0	‡	‡	‡	‡	21 0	21 0	‡	‡	‡	‡	125 0	125 0	23 0	27 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	20 0	18 0	8 0	8 0	10 0	10 0	17 0	16 0	16 0	15 0	‡	‡	‡	‡	16 0	16 0	14 0	14 0	9 0	10 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	12 8	13 0	19 8	19 8	7 8	7 8	9 8	9 8	19 8	21 8	18 8	18 8	...	...	...	...	15 8	14 8	...	...	...	...	160 0	160 0	11 0	11 8
Thar and Párkar (Umarkot)	15 8	15 8	...	...	13 8	13 8	...	...	...	...	16 8	15 0	...	...	...	...	...	...	...	...	...	...	120 0	140 0	12 0	12 0
Sukkur	15 0	15 0	20 0	21 0	9 0	9 0	13 0	13 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	11 0	11 0	160 0	160 0	12 0	12 0
Shikárpur	14 0	13 12	19 8	20 4	7 12	8 0	8 10	9 8	22 5	22 12	22 5	23 8	...	...	...	...	17 8	17 4	...	...	10 8	10 8	155 0	155 0	11 7	11 6
Upper Sind Frontier	13 8	13 8	19 0	19 0	8 0	8 0	12 0	12 0	25 8	25 8	23 0	23 0	...	...	...	...	16 12	16 12	...	...	10 0	10 8	213 0	213 0	11 0	11 0
Quetta	14 0	11 8	16 0	15 8	5 0	5 0	7 8	7 8	18 0	18 0	14 0	...	...	...	...	...	13 0	13 4	14 0	13 0	...	...	80 0	80 0	8 0	8 0
Bombay—																										
Konkan—																										
Kánara	11 10	12 8	...	...	7 0	7 0	13 0	13 0	16 0	17 0	14 0	13 0	25 0	26 0	...	...	14 0	13 0	...	...	11 8	12 0	213 5	213 5	11 0	11 0
Ratnágiri	10 9	10 9	...	...	7 2	8 9	11 5	11 5	14 5	15 10	12 0	12 14	17 10	16 7	...	...	14 0	12 9	...	...	11 9	10 14	120 0	120 0	10 5	11 0
Colába (Alibág)	8 0	8 0	...	...	7 6	7 6	12 0	12 0	...	...	12 5	22 5	...	...	...	...	11 10	11 10	...	...	7 4	7 4	110 0	110 0	12 8	12 8
Bombay	10 14	10 15	16 9	17 4	7 1	7 1	10 15	11 2	17 2	17 3	13 7	14 1	14 13	15 0	11 15	13 12	14 5	14 10	17 5	17 2	9 4	9 11	...	...	11 3	11 3
Tánna (Salsette)	9 13½	9 13	...	...	6 7	6 7	8 3	8 3	...	...	13 13	13 13	16 13½	16 13	...	...	12 5	12 5	...	...	9 13½	9 13	80 0	80 0	11 7	11 7
Deccan—																										
Dhárwar (Hubli)	18 0	18 0	...	...	10 0	10 0	11 0	11 0	21 0	21 0	19 0	19 0	24 0	24 0	...	...	15 0	15 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	17 0	17 0	30 0	30 0	11 8	12 8	12 8	12 8	21 0	21 0	20 0	20 8	22 0	23 0	24 0	25 0	14 8	14 12	...	...	13 0	14 0	71 0	74 0	12 8	12 8
Sátara	10 11	10 11	...	16 11	8 3	8 3	10 0	10 0	13 5	13 5	14 4	14 4	...	16 6	...	...	14 5	14 5	17 13	17 13	11 0	11 0	116 8	116 8	11 10	13 2
Sholapur	15 7	15 7	...	...	9 0	9 0	9 7	9 7	19 13	19 13	21 2	21 2	...	...	...	...	18 4	18 4	...	...	15 16	15 10	80 0	80 0	11 4	11 4
Bijápur	16 14	16 14	...	...	7 3	7 3	11 5	11 5	20 5	19 0	23 2	23 2	...	...	...	...	17 8	17 8	...	...	11 2	11 2	80 0	80 0	9 12	9 12
Poona (City)	12 10	11 8	13 9	13 9	8 9	8 9	9 13	9 13	17 6	16 5	16 2	14 15	16 6	16 6	...	...	14 15	14 15	..	...	18 0	18 0	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	13 14	13 14	...	...	7 6	7 6	9 1	9 1	18 13	18 13	18 0	18 0	...	...	...	...	16 15	16 15	...	...	25 11	25 11	80 0	80 0	13 6	13 6
Násik	16 9	16 9	...	...	10 8	10 8	11 4	11 4	...	...	18 11	17 15	22 8	22 8	...	...	14 7	15 13	...	...	12 6	12 6	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	14 0	13 12	...	...	7 4	7 8	9 6	9 6	24 14	22 11	9 15	20 10	...	...	...	...	13 0	13 8	...	...	18 12	18 12	106 0	106 0	11 6	11 6
Guserat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	8 0	16 0	15 0	15 0	15 0	...	...	6 0	6 0	12 0	12 0	...	...	15 0	15 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	...	...	20 0	20 0	90 0	80 0	12 12	12 12
Kaira	11 13	11 14	21 5	20 0	7 4	7 11	10 0	10 0	...	...	15 4	14 12	18 13	17 13	...	...	15 9	16 0	21 5	20 0	...	20 0	98 7	98 8	13 5	13 13
Baroda Camp (Sadar Bazar)	9 2	9 11½	13 2	13 2	6 4½	6 4½	9 2	9 2	14 14	14 14	13 11½	14 4½	17 2	16 0	...	...	12 0	12 9	...	...	12 0	12 0	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	13 0	13 0	20 0	20 0	6 8	6 8	8 0	8 0	16 0	16 0	16 0	16 0	...	...	...	...	15 0	15 0	...	...	11 8	11 9	80 0	80 0	13 8	13 8
Panch Máhals (Godhra)	11 2	11 2	...	...	9 2	9 2	10 4	10 4	17 4	17 4	18 2	18 2	24 4	24 4	...	...	16 0	16 0	26 4	26 4	9 4	9 4	160 0	160 0	13 0	13 0
Deesa Cantonment	14 0	14 0	...	20 0	6 0	6 0	8 0	8 0	14 14	16 0	16 4	19 0	...	...	...	...	16 4	18 0	...	...	13 0	13 0	150 0	150 0	11 8	11 8
Kattywar—																										
Rájkot	14 0	14 0	...	...	6 0	6 0	8 0	8 0	16 8	16 8	13 8	13 8	...	...	...	...	15 0	15 2	...	...	8 0	8 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	22 9	22 9	...	...	...	...	...	...	15 2	15 2	...	...	11 10	11 10	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	12 12	12 12	...	...	9 0	9 0	10 8	10 8	23 0	23 0	22 0	22 0	...	...	16 0	16 0	14 8	14 8	...	...	13 4	13 4	160 0	160 0	8 0	8 0
Hoshangabad	14 8	15 0	...	...	8 0	8 0	10 0	9 8	22 0	22 0	...	...	...	...	...	...	22 0	22 0	...	...	18 0	22 0	144 0	140 0	9 0	9 0
Betúl	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 13	...	...	13 1	13 1	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 8	...	...	8 0	8 0	11 7	10 0	28 13	24 0	...	...	...	...	...	...	17 9	17 8	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	16 14	16 4	...	...	7 13	8 2	8 12	8 12	19 11	21 4	...	...	...	...	...	...	17 8	17 13	...	...	16 4	16 4	110 0	110 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	...	...	...	20 0	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	15 12	15 12	...	...	9 3	9 3	12 10	12 10	...	...	...	...	...	...	...	...	22 0	22 0	...	...	22 4	18 15	120 0	120 0	9 2	9 2
Saugor	13 12	13 12	...	...	8 8	8 8	9 7	9 7	...	...	...	...	...	...	...	...	16 8	16 8	...	...	17 1	17 1	140 0	140 0	8 15	8 15
Damoh	18 4	18 4	...	...	11 10	11 10	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2 0
Jubbulpore	16 0	16 8	...	...	10 0	9 8	12 0	11 12	16 8	16 8	...	...	...	...	...	...	20 0	19 8	...	...	13 8	14 0	110 0	120 0	9 0	9 0
Mandla	21 0	20 0	...	...	12 0	11 0	16 0	15 8	...	...	...	...	...	...	...	...	30 0	29 0	...	...	13 0	13 0	200 0	200 0	9 0	9 8
Seoni	19 8	19 8	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	19 8	19 8	...	...	15 7	15 7	200 0	200 0	9 2	9 2
Bálághát	19 11	19 11	...	...	13 2	13 2	16 9	17 14	...	...	...	...	...	...	...	...	20 6	25 3	...	...	18 12	20 0	136 0	136 0	8 0	8 0
Bhandára	18 12	17 8	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	20 0	18 12	...	...	17 8	16 4	180 0	190 0	9 2	9 2
Chánda	15 0	15 0	...	...	...	...	11 13	12 13	18 0	18 0	...	...	...	...	...	...	19 3	19 3	...	...	18 0	14 6	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	22 7	22 7	...	...	13 1	13 8	18 0	18 0	...	...	...	...	...	...	...	...	20 2	20 2	...	...	29 9	28 6	100 0	100 0	8 0	8 0
Raipur	21 14	21 14	...	...	10 6	10 6	16 8	16 8	...	...	...	...	...	...	...	...	21 5	21 5	...	...	25 8	25 8	80 0	80 0	10 13	10 13
Sambalpur	17 8	17 8	...	...	14 0	13 2	20 2	20 2	...	...	...	...	...	...	...	...	13 8	13 8	...	...	13 0	10 8	140 0	140 0	8 12	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	24 0	24 0	22 0	23 0	...	...	...	...	16 0	16 0	14 0	14 0					9 0	10 0
Básim	16 5	6 6	...	...	8 1	7 12	10 5	10 9	21 10	21 8	20 0	20 0	...	...	...	...	16 10	16 2	...	...	16 5	16 8			9 8	9 8
Akola	14 0	14 0	...	...	7 0	7 0	8 0	8 0	21 0	20 0	16 0	16 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0			10 8	10 8
Ellichpur	14 8	15 0	...	...	6 0	6 0	7 0	8 0	19 0	19 0	14 0	15 0	...	...	...	...	13 12	13 8	...	...	18 0	18 0	§	§	9 8	9 8
Amráoti	14 14	14 6	...	...	7 0	7 0	9 0	9 0	21 12	21 15	16 0	16 0	...	...	...	...	14 8	14 4	...	...	16 0	16 0			9 0	9 0
Wún	16 0	15 14	...	...	8 0	8 0	10 0	10 0	24 0	23 0	...	...	...	...	...	...	18 0	17 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	6 15	6 12	9 13	9 13	17 4	17 12	...	...	...	...	...	...	15 15	15 8	...	...	20 1	20 1	120 0	120 0	9 0	9 0
Bolárum	13 6	14 0	...	...	7 1	7 0	9 5	9 0	18 10	18 4	...	...	...	...	...	...	17 5	17 3	...	...	...	...	116 14	116 14	9 7	9 7
Chadarghat	12 8	11 0	...	...	7 4	7 8	10 8	10 0	19 0	19 0	19 0	...	...	...	...	...	16 9	16 8	...	...	...	...	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.

RETAIL PRICES FOR THE 1st HALF OF JULY 1890—*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	9 0	9 0	...	...	10 2	10 8	10 8	10 14	*	*	*	*	22 10	22 10	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	9 2	9 2	...	...	11 2	11 2	13 13	13 13	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	126 6	128 13	13 5	13 5
South, central—																										
Coimbatore	11 8	12 5	...	...	11 5	11 11	11 13	12 11	18 11	21 5	19 14	22 5	24 10	27 2	...	...	...	...	...	...	...	...	133 11	133 11	12 3	12 11
Nilgiris	10 11	9 14	...	...	9 3	8 13	9 10	8 13	20 0	20 0	16 13	15 6	20 3	18 11	...	...	...	...	...	...	...	...	274 3	274 3	9 3	10 2
Salem	10 3	10 3	...	...	11 3	10 14	13 3	13 3	23 3	25 0	23 0	24 10	27 6	29 2	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	17 5	15 6	...	...	12 5	12 5	13 3	13 8	27 13	27 13	23 8	23 8	29 2	31 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	29 6	29 6	22 10	22 10	31 0	31 0	...	...	...	...	...	...	...	...	97 3	97 2	11 14	11 14
Cuddapah	14 5	13 3	...	...	10 11	10 11	12 0	12 14	21 5	21 5	25 6	27 10	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 3	12 3
Kurnool	13 5	14 0	...	...	10 5	9 14	10 11	10 11	24 5	24 5	23 2	23 13	*	*	...	...	...	...	...	...	...	...	108 0	108 0	11 5	11 5
East Coast, north—																										
Ganjam	8 14	8 14	...	...	12 0	11 0	13 0	12 0	*	*	*	*	22 13	22 13	...	...	...	...	...	...	...	...	145 13	145 13	10 11	10 11
Vizagapatam	12 0	11 8	...	...	10 2	10 2	11 5	11 5	24 13	24 5	25 11	25 11	24 3	24 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	10 6	9 14	...	...	13 14	13 6	14 14	14 8	23 0	25 14	26 6	27 5	29 2	29 2	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	13 3	13 3	16 14	16 14	*	*	26 13	26 13	...	...	...	...	...	...	...	...	145 13	145 13	12 10	12 10
Nellore	11 8	11 0	...	...	11 11	12 3	13 5	14 5	23 3	22 11	24 6	24 6	26 14	26 14	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 5	10 5	...	...	11 0	11 2	11 10	11 14	18 8	18 5	16 13	16 8	24 13	25 5	...	...	...	...	...	...	...	...	102 2	102 2	13 2	13 2
Chingleput	*	*	...	...	10 8	10 8	11 5	11 0	*	*	*	17 3	21 14	24 11	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	10 5	10 5	11 5	12 3	24 10	24 10	22 5	22 5	27 6	27 6	...	...	...	...	...	...	...	...	160 10	160 10	11 5	11 11
S. Arcot	8 10	8 10	...	...	10 14	10 6	11 6	11 6	*	*	16 14	17 11	20 11	20 11	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	10 6	10 13	*	*	17 8	18 5	18 14	18 14	19 10	19 10	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	9 14	8 10	...	...	9 11	10 13	10 3	11 3	*	19 10	15 3	19 2	20 5	21 10	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	9 3	9 3	...	...	8 13	9 8	9 3	10 0	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	14 13	14 13
Madura	10 2	10 2	...	...	9 11	10 2	10 2	10 10	17 13	21 2	16 3	17 10	21 11	22 8	...	...	...	...	...	...	...	...	140 14	140 14	13 10	13 10
Mysore—																										
Mysore	11 8	11 8	10 8	10 8	9 0	9 0	10 4	10 4	40 0	46 0	16 8	16 8	30 0	30 0	...	...	11 0	11 8	...	...	16 8	15 12	84 0	84 0	9 0	9 4
Bangalore	11 5	12 12	10 8	10 0	8 8	8 8	9 8	9 8	21 10	22 9	...	...	27 8	26 0	...	...	10 8	10 8	...	...	16 10	16 8	72 0	72 0	9 0	9 8
Kolar	...	...	9 0	9 0	10 0	10 4	12 0	12 0	...	...	...	...	36 0	37 0	...	...	10 0	10 4	...	...	15 0	15 0	144 0	144 0	9 0	9 8
Tumkúr	12 0	12 0	11 0	11 0	10 0	10 0	11 0	11 0	...	...	...	...	32 0	44 0	...	...	11 0	11 8	...	...	16 0	18 0	340 0	340 0	8 0	9 8
Hassan	...	...	11 0	11 0	10 8	10 8	12 0	12 0	...	...	...	...	36 0	36 0	...	...	10 0	10 0	...	...	13 0	14 0	72 0	72 0	8 0	8 0
Kadur	12 0	11 0	13 0	12 0	11 0	11 0	15 0	14 0	...	...	...	...	36 0	32 0	...	...	12 0	11 0	...	...	10 0	10 0	240 0	240 0	8 0	9 0
Shimoga	13 11	13 10	...	...	11 9	11 9	14 3	14 11	31 8	31 8	...	...	34 11	42 0	...	...	11 9	11 9	...	...	...	...	480 0	480 0	8 6	9 7
Chitaldroog	13 0	13 0	14 0	14 0	10 0	11 0	12 0	12 8	32 0	36 0	24 0	28 0	40 0	48 0	50 0	60 0	12 0	12 0	...	...	16 0	16 0	320 0	320 0	8 0	8 8
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 8	10 8	12 0	12 8	...	...	...	...	37 0	39 0	...	...	14 0	14 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.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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

Accompaniment to Public Works Department No. 429 A.—R. of 1890.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNTS.

Railway.

STATEMENT OF THE FINANCIAL STATISTICS OF THE INDIAN STATE RAILWAYS FOR, AND TO THE END OF THE YEAR 1889.,

Railways.	I. Length of line open to traffic on 31st December 1889.	II. Mean length of line open during 1889.	III. Length of line under construction on 31st December 1889.	IV. Length of line under survey on 31st December 1889.	V. Total Capital expenditure on open lines up to 31st December 1889.	VI. Total Capital Outlay to end of 1889. a. On works, including actual payments for land.	b. On stores in stock.	c. On other suspense accounts.	d. Total of a, b & c.	e. Deduct Receipts on Capital account.	f. Total Capital outlay.	VII. Traffic Earnings brought to account in 1889.	VIII. Working Expenses for 1889.	IX. Net Receipts for 1889.	X. Indirect Charges for 1889. a. Interest on Capital outlay.	b. Abatement of land revenue capitalized.	c. Leave and pension allowances.	d. Total of a, b and c.	XI. Net charge to the State for 1889.	XII. Net Receipts from commencement of operations to end of 1889.	XIII. Indirect Charges from commencement of operations to end of 1889. a. Interest on Capital outlay.	b. Abatement of land revenue capitalized.	c. Leave and pension allowances.	d. Indirect establishment charges.	e. Total of a, b, c and d.	XIV. Net charge to the State from commencement of operation to end of 1889.
State.	Miles.	Miles.	Miles.	Miles.	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
Patna-Gya	57·20	57·20	...	...	43,47,070	43,48,441	...	...	43,48,441	1,371	43,47,070	5,21,515	2,53,954	2,67,561	1,72,940	...	...	1,72,940	—94,621	24,68,649	17,62,472	5,506	85,319	921	18,54,218	—6,14,431
Bareilly-Pilibhit	36·00	36·00	55·00	...	15,33,975	15,36,098	...	2,021	15,38,119	4,144	15,33,975	1,09,855	73,002	33,841	60,966	11,197	...	72,163	38,322	1,20,723	3,68,169	20,684	9,074	...	3,97,927	2,77,204
Bhopal-Itarsi (British Section) (§)	13·00	13·00	...	...	12,50,000	12,50,000	...	...	12,50,000	...	12,50,000	79,163	84,585	—5,422 (a)	50,000	...	...	50,000	55,422	—10,583 (a)	3,90,500	2,981	53,931	...	4,47,412	4,57,995
Rajputana-Malwa	1,671·83	1,666·99	...	...	13,02,53,556	12,51,66,011	53,39,411	20,559	13,05,25,981	2,72,425	13,02,53,556	1,99,30,005	99,88,898	1,00,79,453	52,48,893	...	...	52,48,893	—48,30,560	7,09,75,917	5,89,02,619	2,12,981	32,63,058	20,745	6,23,99,403	—85,76,544
Dhond and Manmad	145·50	145·50	...	...	1,09,88,830	1,09,92,696	11,853	...	1,10,04,549	15,719	1,09,88,830	10,08,616	7,59,189	2,49,427	4,39,319	...	...	4,39,319	1,89,892	18,82,884	50,89,031	57,566	1,55,350	8,953	53,10,900	34,28,016
Bezvada Extension	21·47	19·09	...	...	13,46,302	13,47,606	...	800	13,48,406	2,164	13,46,302	76,671	60,345	16,326	53,530	...	...	53,530	37,204	16,326	1,03,362	13,414	...	...	1,16,776	1,00,450
Villupuram-Guntakal	...	...	363·75	...	...	33,24,432	33,49,896	1,30,650	68,04,978	5,306	67,99,582	...	...	...	1,44,414	1,49,306	35,094	3,28,814	-3,28,814	...	1,86,501	1,82,476	35,779	...	4,04,756	4,04,756
Ditto Nellore Branch	82·94	82·94	...	...	63,17,197 (b)	62,06,056	1,18,327	2,400	63,26,783	9,586	63,17,197 (c)	2,54,535	1,79,555	62,087	2,53,005 (r)	...	2,743	2,55,748	1,93,661	11,572	10,00,533 (r)	44,377	64,191	...	11,09,101	10,97,529
North Western	2,377·31	2,203·74	(d)20·50	...	38,77,50,435	38,21,79,624	1,27,34,453	7,97,507	39,57,11,584	23,85,456	39,33,26,128	2,81,08,838	1,79,22,078	95,43,353	1,92,52,802	18,209	2,20,673	1,94,91,684	99,48,331	5,85,77,940	19,99,90,781	3,66,474	48,80,496	41,181	20,52,78,932	14,67,00,992
Amritsar-Pathankot	64·79	64·79	...	...	56,03,603	56,70,880	9,422	...	56,80,302	76,619	56,03,683	97,981	...	97,981	2,24,234	...	...	2,24,234	1,26,253	4,02,144	14,61,080	59,437	25,637	...	15,46,154	11,44,010
Oudh and Rohilkhand	692·55	692·55	...	...	9,22,32,220	9,01,38,067	21,50,784	—56,625	9,22,32,226	...	9,22,32,226	75,39,683	33,35,607	44,73,320	49,71,898	44	28,714	50,00,656	5,27,336	44,73,320	2,91,83,474	1,092	28,714	...	2,92,13,280	2,47,39,960
Lucknow-Sitapur-Seramau	104·59	104·59	...	...	37,84,248	36,50,756	2,73,461	3,489	39,27,706	2,056	39,25,610	3,18,875	2,07,860	1,63,976	1,55,223	50,706	4,185	2,10,114	46,138	2,30,977	5,42,516 (r)	1,80,298	25,586	...	7,48,400	5,17,423
Tirhoot	273·00	273·00	65·00	...	2,09,87,593	2,10,18,701	3,08,636	—10,131	2,13,17,206	89,112	2,12,28,094	18,96,674	9,18,428	9,29,011	8,41,932	654	30,106	8,72,692	—56,319	49,45,933	67,95,778 (r)	23,734	4,52,443	4,973	72,76,928	23,30,995
Eastern Bengal	746·40	709·34	28·25	...	*9,48,71,750	9,60,22,100	16,76,653	1,32,204	9,78,30,957	5,14,815	9,73,16,142	1,11,76,674	49,85,049	62,64,583	(r) 50,62,656	...	80,600	51,43,256	—11,21,327	2,87,17,424	3,71,90,112 (r)	1,82,241	12,34,472	16,432	3,86,23,257	99,05,833
Nalhati	27·25	27·25	...	...	3,40,252	3,33,878	14,848	—447	3,48,279	8,027	3,40,252	1,04,010	81,311	23,474	13,929	...	3,024	16,953	—6,521	3,03,280	2,25,223	...	44,776	1,673	2,71,672	—31,608
Wardha Coal	45·00	45·00	...	...	70,54,755	70,88,630	2,14,394	—2,05,918	70,97,106	42,351	70,54,755	8,62,694	5,63,073	3,02,286	2,82,844	...	5,105	2,87,949	—14,337	17,94,736	37,76,214	4,390	1,39,585	2,835	39,23,024	21,28,288
Cherra-Companygunj	7·50	7·50	7·50	...	2,97,796	7,66,736	...	...	7,66,736	21	7,66,715	10,316	24,830	—13,492	30,553	...	...	30,553	44,045	—70,526	1,29,896	...	...	...	1,29,896	2,60,422
Jorhat	30·80	27·57	...	...	7,33,649	7,18,401	17,756	—549	7,35,608	2,019	7,33,649	59,665	63,208	—4,769	29,057	...	1,358	30,415	35,184	—38,903	1,45,853	...	8,986	...	1,54,839	1,93,742
Burma	333·00	333·00	2·75	...	3,02,55,655	2,92,73,884	9,64,329	1,85,277	3,04,03,490	1,47,835	3,02,55,655	33,27,410	19,98,051	13,85,509	12,03,930	1,252	29,320	12,34,502	—1,51,007	89,68,328	1,10,74,562	1,10,369	9,09,233	10,012	1,21,04,176	31,35,848
Tounghoo-Mandalay	220·00	201·91	...	...	2,08,49,552	2,03,06,536	5,82,107	—90,687	2,08,67,956	18,404	2,08,49,552	13,62,823	11,18,060	2,44,763	8,10,415	...	19,627	8,30,042	5,85,279	1,96,910	16,30,658	1,18,125	1,17,063	...	18,65,846	16,68,936
Sind-Pishin, Chaman Extension	...	...	33·00	...	...	94,50,996	3,07,586	3,76,216	1,01,34,798	18,407	1,01,16,391	...	...	...	2,94,453	...	21,595	3,16,048	3,16,048	...	4,00,373	...	46,965	...	4,47,338	4,47,338
Jammu-Kashmir (British Section)	...	...	8·50	...	...	1,85,401	...	...	1,85,401	...	1,85,401	...	...	...	3,795	2,132	310	6,237	6,237	...	3,839	2,132	329	...	6,300	6,300
Umaria Colliery	...	...	...	...	8,46,302	7,89,302	77,880	—20,789	8,46,393	91	8,46,302	2,08,633	2,28,381	—19,345	34,217	...	1,612	35,829	55,174	—5,808	1,10,392	...	12,329	...	1,22,721	1,28,529
Ranaghat-Bhagwangola	...	...	...	...	...	3,02,713	...	...	3,02,713	263	3,02,450	...	...	...	12,098	...	...	12,098	12,098	...	85,803	...	13,272	...	98,775	98,775
Mu Valley	...	...	156·50	167·00	...	1,29,188	7,047	7,835	1,44,070	119	1,43,951	...	...	...	2,879	...	...	2,879	2,879	...	2,879	...	...	...	2,879	2,879
Nagpur-Chhattisgarh	Transferred to the Bengal-Nagpur Railway on the 1st April 1887																			28,75,396	27,71,062	17,196	2,28,678	953	30,17,889	1,42,493
Katni-Umaria	Ditto to Ditto on the 1st April 1888																									5,09,069
Bellary-Kistna	Ditto to Southern Mahratta Railway on the 1st January 1888																			—5,957	4,81,110	94	27,865	...	5,09,069	5,15,026
Dildarnagar-Ghazipur	Ditto to East Indian Railway on the 1st January 1889																			—23,386	14,01,195	77,465	1,37,969	...	16,16,629	16,40,015
Sindia	Ditto to Indian Midland Railway on the 1st March 1889																			1,43,666	2,57,093	4,129	9,863	67	2,71,152	1,27,486
												71,078	33,717	37,361	92,109	...	...	92,109	54,748	13,36,057	40,04,275	13,866	1,55,069	2,671	41,75,881	28,39,824
Total	6,950·13	6,800·96	740·75	167·00	82,16,44,796	82,21,97,253	2,81,58,843	15,23,812	85,18,79,908	36,16,440	84,82,63,468	7,71,25,714	4,28,79,781	3,41,31,284	3,97,42,091	2,33,500	4,84,066	4,04,59,657	63,28,373	18,82,87,049	36,94,67,055	17,01,027	1,21,66,032	1,11,416	38,34,45,530	19,51,58,481
Lines leased to Companies.																										
	Capital subscribed.(including Advances by the Secretary of State.) In England.† ₹	In India. ₹	Total. ₹																							
Bengal-Nagpur	7,41,75,151	...	7,41,75,151	348·18	299·75	481·25	...	3,04,34,723	6,32,96,412	54,27,274	21,51,770	7,08,75,456	...	7,08,75,456	20,40,943	16,37,783	4,06,507	29,96,364	...	...	29,96,364	25,89,857	12,19,068	65,07,910	...	...	...	65,07,910	52,88,842
Indian Midland	7,94,51,455	...	7,94,51,455	677·35	500 99	...	...	7,84,45,085	7,43,05,416	37,54,614	4,39,516	7,84,99,546	54,461	17 8,145,085	27,22,157	21,26,107	7,58,189	30,32,347	...	...	30,32,347	22,74,158	10,02,457	(m)89,78,712	...	...	...	89,78,712	79,76,255
Southern Mahratta	7,72,07,470	1,01,928	7,73,09,398	979·03	885·84	63·00	...	8,11,30,201	8,90,22,288	20,03 862	6,88,211	9,19,14,301	62,223	(l)9,18,52,13	40,31,604	31,11,688	(k)9,67,446	32,91,520	...	...	32,91,520	23,24,074	(k) 35,91,505 (f)(n)	1,59,84,320	...	...	...	1,59,84,320	1,23,92,815
Do. Mysore Section	1,63,83,000	...	1,63,83 000	296·00	237·75	15·25	...	1,44,24,093	1,39,24,009	5,14,891	8,991	1,44,47,891	23,798	1,44,24,093	8,96,274	7,22,204	(n)1 37,879	7,07,500	...	...	7,07500	5,69,621	4,72,949	(g) 26,29,678	...	...	...	26,29,678	(g) 21,56,729
Bengal Central‡	(h)34,75,842	...	34,75,842	125·01	125·01	...	64·00	(g)94,46,671	93,47,969	99,794	—1,092	94,46,671	...	94,46,671	7,37,191	4,41,203	2,95,560	5,18,693	...	...	5,18693	2,23,133	3,98,659	20,55,271	...	...	...	20,55,271	(i) 16,56,612
Total State lines leased to Companies				2,425·57	2,109·34	559·50	64·00	21,38,80,773	24,98,95,094	1,18,00,435	34,87,396	26,51,83,925	1,40,482	26,50,43,443	1,04,28,169	80,38,985	25,65,581	1,05,46,424	...	...	1,05,46,424	79,80,843	66,84,638	3,61,55,891	...	...	...	3,61,55,891	2,94,71,253
Native States.																										
Khamgaon				7·50	7·50	...	...	4,90,911	4,85,765	5,390	...										15572	—2 956	2,51,020	3 92,422	2,471	4,621	...	3,99,514	1,48,494
Amraoti				5·50	5·50	...	...	4,45,615	4,36,460	9 155	...	4,91,155	244	4,90,911	65,372	42,844	22,528	19,572	...	...	17810	—23,861	5,09,762	3,39 913	2,337	4,681	...	3,46 931	—1,62,831
Bhopal-Itarsi§ (Native State Section)				44·11	44·11	...	...	48,40 846	48,02,812	42,145	...	4,45,615	...	4,45,615	1,02,023	60,352	41,671	17,810	...	...	1,92652	2,11,003	—14,107	13,78,369	...	...	...	13,78,369	13,92,476
His Highness the Gaekwar's				58·85	58·85	26·50	..	13,57,579	20,72,882	9,332	...	48,44,957	4,111	48,40,846	2,67,906	2,85,287	—18,351	1,92,582	...	...	69251	19,853	5,67,500	6,54,460	...	...	...	6,54,400	86,960
Ditto —Mehsana-Vadnagar Railway				27·73	27·73	64·75	...	9,05,412	11,17,946	...	...	20,82,214	...	20,82,213	1,43,389	59,691	83,698	59,698	...	...	40700	20,352	42,584	82,593	...	...	...	82,593	40,009
Bhavnagar-Gondal-Junagad-Porbandar				(e) 332·22	274·71	...	...	1,62,60,477	1,58,53,201	3,91,041	14,500	11,18,446	...	11,18,446	1,00,700	1,15,700	—15,000	1,00,700	...	...	5,79016	—1,25,161	38 62,868	36,71,875	...	...	...	36,71,875	—1,90,993
Jodhpore				124·00	124·00	...	...	22,73,978	22,73,978	...	14,350										91,080	—1,01,178	8,66,813	4,58,142	...	...	...	4,58,142	—4,08,671
Jammu-Kashmir (Kashmir Section)				...	...	16·00	...	...	6,87,112	...	6,87,112										15620	15,620	...	15,915	...	...	...	15,915	15,915
Total Native States				599·91	542·40	107·25	...	2,65,74,818	2,77,30,156	5,38,063	12,439	2,82,80,658	16,713	2,82,63,945	23,71,384	14,63,701	10,12,029	10,25,701	...	...	16,25,701	13,672	60,86,440	69,93,689	4,808	9,302	...	70,07,799	9,21,359

* In addition to this amount ₹16,05,769 was incurred on account of land for the Railway while in the hands of the Company and charged to General Revenues.

† Converted at the contract rates of exchange.

‡ Although for convenience classed among State Railways, this line is the property of the Bengal Central Railway Company, Limited.

§ This line is the joint property of the British Government and the Bhopal State. The British Government has contributed 12½ lakhs towards construction; the balance being found by the Bhopal State. The net earnings are divided between the British Government and the Bhopal State in the proportion of 13 : 44.

(a) Working expenses include share of surplus profits paid to the Bombay, Baroda and Central India Railway Company, during 1889 ₹8,56,11[illegible] to end of 1889 ₹27,60,156.

(b) Includes ₹11,88,73,361, being Capital outlay incurred by the late Sind, Punjab and Delhi Railway Company on final heads of account up to 31st December 1885.

(c) Excludes outlay on Bolan temporary line charged to the Military Department, amounting to ₹34,54,457.

(d) Includes the Bolan High level line which is to supersede the metre-gauge line between Hirok and Kotal (9¼ miles).

(e) Includes 3·24 miles (Bhavnagar Dock estate, ·89 mile, and Junagarh quarry line, 2·35 miles) constructed and maintained by the States themselves.

(f) Excludes the net receipts accruing to the Mysore State to 30th June 1886, amounting to ₹7,33,828.

(g) Excludes charges affecting the Mysore State to 30th June 1886, amounting to ₹12,61,970.

(h) Excludes £750,000 amount paid up and withdrawn by the Company under the old contract prior to 1st July 1885. The expenditure is, however, included in column V.

(i) Loss to the State under the terms of the new contract. The amount does not include interest advanced to the Company under the old contract.

(k) Working expenses include surplus profits and contribution to Provident Fund paid to the Company, during 1889 ₹41,700, to end of 1889 ₹1,01,145.

(l) Includes ₹1,65,49,079 expended by Government on the Bellary-Kistna Railway up to 31st December 1889.

(m) Includes ₹20,495 on account of interest on over-drawn Capital.

(n) Working expenses include surplus profits and contribution to Provident Fund paid to the Southern Mahratta Railway Company, during 1889 ₹47,964, to end of 1889 ₹1,33,064.

(p) The net charge for interest on Capital outlay since date of transfer of this line to Southern Mahratta Railway is recoverable from the Mysore Durbar.

(q) The expenditure in this column does not take to account a sum of ₹7,27,797 borne by Government on account of land charges prior to 1st July 1885, on which the capitalized value and revenue lost to the State amounted to ₹4,511.

(r) Includes annuity charges.

SIMLA, *the 28th August 1890.*

R. G. MACDONALD,
Offg. Deputy Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, September 1st, 1890.

The report of last week showed an unsteady advance towards a break in the rains. The report of the present week goes even further and shows that apparently the advance has been not towards a temporary break but towards the complete cessation of the rains over a large part of India. The mail steamer *Assam*, which crossed the Arabian Sea between the 25th and 30th, experienced on her voyage a very light west-south-west monsoon and fine weather, and on the West Coast of India the winds throughout the week have been light in force and very variable in direction, the winds on some days blowing from some easterly point. When conditions of this character set in so late in the season, it is seldom that the monsoon on the western side of India regains any considerable vitality, so that, so far as the general monsoon current is concerned, it is probable that it has ceased for the year. Over the Bay also a similar decrease has occurred, but in the south and east some amount of monsoon current still holds. It sweeps as a south-west wind over the south of the Bay, draws into south over Burma and into south-east in East Bengal and Assam. This current still brings up a certain amount of moisture; hence, while over the greater part of India any rainfall has been confined to local and light showers, North-Eastern India has received moderate and general rain. The charts then of the past week show a moderate westerly wind crossing the Peninsula and drawing into north-west on the East Coast, a south-westerly wind in the south of the Bay, a southerly wind in the east and a south-easterly wind in parts of the north of the Bay. There is thus an initial cyclonic circulation existing around the Bay area, and, if pressure should become uniform over the centre, conditions will be favourable to the production of a storm, and it is probable that on the formation of a cyclonic storm and its passage across India any further extensive rainfall will depend.

The chart of the 26th showed a large low pressure area overlying North-Western India and a small feeble depression over South-West Bengal, while readings were high and uniform over the west of the Peninsula and the south of the Bay. Gradients were slight, except over North-Western India, where they were moderate. The wind was northerly to north-westerly over the Peninsula, westerly over the central parts of the country and south-westerly to south-easterly over Bengal. The monsoon was very light on the western side of India, except on the Sind and Kattiawar Coasts, where it blew freshly. Rain was general in Burma and Bengal, and scattered showers prevailed in other parts of India, except the north-west plains, where there was no rain. The amounts were moderately large in North and West Bengal. Similar conditions prevailed on the 27th, the only important changes being some decrease in the amount of rain in Bengal and a shift of wind to east-south-east at Bombay.

On the 28th, owing to a general barometric fall in the north and a slight rise in the south of India, gradients had increased. The wind had risen in some places, and there was a slight increase in the extent of the rainfall area. The barometer having continued to fall up to 8 A.M. on the 29th, the chart of that day showed steep gradients over Northern India, and though there was still no rain in the north-west, the fall was very general over Bengal, Assam and Burma. On the 30th there was no important change, and the rainfall had become heavy in Northern and Central Bengal. On the 31st the barometer was rising and the rainfall had again decreased in North-East India. A south-south-east wind was reported from Bombay, and showers were falling all along the Bombay Coast and in Guzerat. Elsewhere only a few scattered showers were reported. On the 1st the barometer was still rising; and though a few scattered showers had fallen within most of the Provinces of India, the amounts were very small almost everywhere.

Temperature is still low for the time of year over the greater part of India, but owing to the decrease of rain the deficiency of the mean temperature is much less than during the past few weeks. The coolest day for the whole of India was the 31st, when the temperature was low for the season in all Provinces, except Burma and the North-West Provinces, where there was a trifling excess.

The following figures show that the mean temperature of the week has approached very closely to the normal, except in Guzerat, Central India and Bengal, where there has been a deficiency of nearly 1½°. The following table shows the variations of the mean temperature according to Provinces for the present and for the past weeks:

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	— 1·1°	+ 0·3°
Bengal	— 1·4°	— 1·3°
North-West Provinces	— 1·1°	+ 0·9°
Punjab	— 3·6°	— 0·6°
Bombay	— 0·4°	— 0·5°
Central Provinces	— 0·9°	— 0·2°
Guzerat and Central India	— 1·3°	— 1·4°
Sind and Rajputana	— 1·8°	— 0·4°
Madras	— 1·2°	— 0·4°

These figures show that there has been a general rise of temperature since last week.

Rain.—The concluding table shows that at six of the rainfall divisions, *viz.*, the North-West Provinces (West), the Punjab (South) and (Centre), Sind, Rajputana (West) and Coorg there has been no rain and that in twelve others the average total of the week has been less than 0·50". The heaviest rainfall of the week is again reported from the Surma Division of Assam. It is followed by North Bengal and by the Brahmaputra Division of

Assam, Tenasserim and East Bengal in the order given. This distribution of the areas of heaviest rainfall differs considerably from the normal, as under ordinary conditions the heaviest rainfall occurs in the following divisions in the following order:—Tenasserim, 8 inches; Arakan, 5¾ inches; Lower Burma, North Bengal, Coorg and the Konkan, about 4½ inches. The principal difference is then in the much heavier rain in Assam and North Bengal and the much lighter rain in the south-west of the Peninsula. The remarks in the earlier part of this summary have shown that it was only in North-Eastern India, *viz.*, Burma, Assam and Bengal, that there was any steady rain during the week. In all the other divisions the falls occurred as local showers and were lighter than usual. The third column of the concluding table consequently shows that, while there are only thirteen divisions in which the rainfall has been above the normal, there are thirty-seven in which the rainfall has been deficient. The regions of excessive rain are Bengal and Assam, with the exceptions of Central Bengal and Chota Nagpur, but including the Circars and the south of the Peninsula, except Malabar and Coorg. In all other parts of India the rainfall was deficient. The greatest excess was in Assam (Surma); the greatest deficiency was in Coorg.

The concluding column of the table shows the state of the seasonal rainfall. In Tenasserim, Coorg, Mysore, Khandeish, the Central Provinces (West), Kattiawar, Madras (Central) and East Coast (Central) the deficiency exceeds 10%, but in all the other divisions the total rainfall of the season is equal to or exceeds the normal fall. In Mysore the total is less than half the average, and in Kattiawar and Madras (Central) the deficiency is considerable.

The record of maximum falls shows largely decreasing amounts. In Burma the heaviest fall is only 6½ inches at Kyaikto (Shwegyin). In Bengal and Assam the only amounts exceeding 7½ inches are as follows:—Brahmenharia (Tipperah), 7¾ inches; Sylhet, 12 inches; Cherrapunji, 30½ inches; Cooch Behar, 19 inches; Bhagulpore (Jalpaiguri), 18½ inches; Gya, 7½ inches; and Kishengunj (Purneah), 10½ inches. In the North-West Provinces the principal maximum amounts are between 2 and 3 inches, with numerous instances of much smaller amounts. The heaviest fall is 5½ inches at Naini Tal. The Punjab plains, except in the north-west, had practically no rain. The heaviest falls were Palampur (Kangra), 6 inches; Lahore, 2 inches; and Thal (Kohat), 2¼ inches. In the west and south of the Peninsula the heaviest amounts were a little over 3 inches, and in the central parts of the country the largest fall is 6⅛ inches at Ajgurh (Damoh). On the East Coast some local heavy falls were reported, thus Vizianagram received 7 inches, Bapatta (Kistna) 5½ inches and Mayaveram (Tanjore) 7½ inches.

PROVINCE.	DIVISION.	Rainfall Data for week ending September 1st, 1890. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect, in inches.	Rainfall Data from May 27th to September 1st, 1890. Average actual rainfall of season to date.	Average normal rainfall, May 27th to September 1st.	Excess or defect (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	4·41	8·36	−3·95	100·96	132·36	− 24
	Lower Burma	1·91	4·43	−2·52	66·46	65·32	+ 2
	Central Burma	2·41	3·72	−1·31	47·43	52·85	− 10
	Upper Burma	0·59	?	?	18·52	?	?
	Arakan	2·71	5·73	−3·02	153·83	139·00	+ 10
Bengal and Assam	Eastern Bengal	4·27	3·58	+0·69	60·66	60·92	0
	Assam (Surma)	10·31	3·82	+6·49	101·44	65·94	+ 54
	Do. (Brahmaputra)	4·73	2·93	+1·80	56·22	49·75	+ 13
	Deltaic Bengal	2·37	2·18	+0·19	33·87	37·33	− 9
	Central Bengal	1·70	2·20	−0·50	40·80	36 30	+ 12
	Nor h Bengal	7·03	4·57	+2·46	85·69	67·19	+ 28
	Orissa	2·23	1·98	+0·25	30·22	33·81	+ 7
	Chota Nagpur	0·91	2·16	−1·25	36·51	36·67	0
	Behar (South)	2·52	1·87	+0·65	41·58	36·59	+ 14
	Do. (North)	3·37	2·78	+0·59	50·24	36·08	+ 39
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·76	1·88	−1·12	35·51	27·20	+ 31
	Oudh (South)	0·35	1·86	−1·51	36·85	26 61	+ 38
	Do. (North)	0·42	1·94	−1·52	46·86	28·32	+ 65
	North-Western Provinces (Central).	0·15	1·59	−1·44	27·78	22·75	+ 22
	North-Western Provinces (West).	0	1·84	−1·84	30·16	22·56	+ 34
	North-Western Provinces (Submontane).	0·67	2·42	−1·75	44·34	31·97	+ 39
Punjab	Punjab (South)	0	0·69	−0·69	10·16	10·38	− 2
	Do. (Central)	0	1·36	−1·30	22·38	17·30	+ 29
	Do. (Submontane)	0·03	1·32	−1·29	21·61	20·63	+ 5
	Do. (Hill Districts)	1·27	3·64	−2·37	68·68	66·16	+ 4
	Do. (North-West)	0·65	0·81	−0·16	20·25	15·34	+ 32
	Do. (West)	0·05	0·21	−0·16	5·49	5·34	+ 5
Bombay and Malabar Coast Districts (Madras).	Malabar	0·10	3·06	−2·96	68·10	81·33	− 4
	Madras (South Central)	1·15	0·88	+0·27	17·09	9·85	+ 74
	Coorg	0	4·22	−4·22	63·77	77·72	− 18
	Mysore	0·96	0·82	+0·14	5·62	13·69	− 59
	Konkan	1·34	4·44	−3·10	118·18	80·99	+ 36
	Bombay Deccan	0·24	1·54	−1·30	21·90	24·23	− 10
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·07	1·36	−1·29	12·68	18·00	− 29
Central Provinces and Berar.	Berar	0·05	2·50	−2·48	31·84	27·61	+ 15
	Central Provinces (West)	0·33	2·24	−2·91	26·23	32·77	− 20
	Ditto (Central)	0·77	2·74	−1·97	42·84	39·74	+ 8
	Ditto (East)	2·26	2·29	−0·03	38·72	39·55	− 2
Bombay (North)	Guzerat	0·60	3·34	−2·74	28·94	30·53	− 5
	Kattiawar	0·39	1·82	−1·43	13·98	21·87	− 36
	Sind	0	0·25	−0·25	5·71	3·83	+ 49
Rajputana and Central India.	Central India (East)	0·12	2·10	−1·98	29·28	28·23	+ 4
	Rajputana (East), Central India (West).	0·01	2·25	−2·24	22·32	21·57	+ 3
	Rajputana (West)	0	1·02	−1·02	11·61	9·97	+ 16
Madras	East Coast (North)	1·32	1·52	−0·20	18·63	16·13	+ 15
	Ditto (*a*)	2·00	1·73	+0·27	42·85	44·19	− 3
	Hyderabad (South)	0·62	1·58	−0·96	21·16	15·01	+ 36
	Madras (Central)	0·34	1·10	−0·76	6·50	11·22	− 42
	East Coast (Central)	0·54	1·13	−0·59	10·38	12·52	− 17
	Ditto (South)	1·62	1·13	+0·49	11·67	9·20	+ 27
	Madras (South)	1·12	0·80	+0·32	6·07	4·87	+ 25

Simla, *4th September, 1890.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

W. C. BENETT,
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 30th August.*—Rainfall general, good in two districts, fair in eight and slight elsewhere. Standing crops generally good, but suffering from want of rain or water in parts of two districts. Outturn of grains middling to average generally and poor in parts. Pasture and water-supply continue insufficient in parts. Prices generally either lower or stationary. Prospects fair.

Bombay.—*For week ending 3rd September.*—Rain throughout the Presidency Proper, generally slight. Standing crops withering and fodder insufficient in parts of the Deccan and Karnatic. Crops otherwise good, except where damaged in a few talukas by floods, rats or insects.

Bengal.—*For week ending 2nd September.*—Fairly general rain during the week, but from the 31st August a break has obtained over the greater part of the Province, doing good to the standing crops. Rainfall however is still insufficient in Cuttack, Balasore and parts of Singbhoom, and more rain is also required in the West Bengal districts. Transplanting of winter rice nearly finished and harvesting of early rice and jute in progress in Moorshedabad, Nuddea and Jessore. Large tracts are submerged, and a considerable portion of both early and late rice has been destroyed. Partial damage to the crops also reported from places in East and North Bengal. In Behar and parts of Chota Nagpur the *bhadoi* outturn will be poor, but prospects of winter rice are generally good. In Sarun agricultural advances are being made to ryots whose crops have been destroyed by floods, and charitable relief is being given from municipal funds and private subscriptions; steps are also being taken in Moorshedabad, Nuddea and Jessore for the relief of the distress caused by the floods. In Balasore relief works closed on the 31st August.

North-Western Provinces and Oudh.—*For week ending 3rd September.*—The weather has been generally clear owing to the break. Crop prospects are now more favourable, but rain is much wanted in the western districts. The sugarcane crop has been injured by rain and floods in one district. Indigo and maize are being cut. Weeding is in progress, and ploughing for the *rabi* has begun. Markets are well stocked, but prices have risen in most districts.

Punjab.—*For week ending 3rd September.*—The rainfall has been good in two districts and slight in two. Prices unsettled in one district; falling in two; elsewhere stationary. Ploughings for *rabi* in progress. More rain is urgently wanted in two districts. Condition of crops is generally reported good to average. *Kharif* crops withering by the strong west wind in some places in Delhi. Rice crops likely to be affected by fall of canals in Mooltan. Locusts visited Moga

and Khushab, and the young ones have done some damage in the latter tahsil. Fodder insufficient in one district.

Central Provinces.—*For week ending 3rd September.*—The break in the weather has been beneficial to standing crops, and prospects continue generally favourable. More rain required in three districts. Excessive rain has damaged the crops in the Saugor district, while in parts of the Nimar district the crops are reported to be drooping from draught.

Burma.—*For week ending 30th August.*—The rainfall throughout Lower Burma was seasonable, and the crop for the most part promises well. In Mergui transplanting was prevented by want of rain, which has since fallen. In the Yandoon township of the Thongwa District four-fifths of the area under cultivation is reported to have been destroyed by floods. Slight rain fell in most districts of Upper Burma, but is much needed in two districts and is insufficient in five others. The price of paddy has risen in one district and fallen in seven districts of Lower Burma. Prices are stationary in Upper Burma.

Assam.—*For week ending 3rd September.*—Weather seasonable. Harvesting of early rice nearly over; transplanting of late rice progressing. Prospects of tea and other standing crops generally good.

Mysore and Coorg.—*For week ending 3rd September.*—Rainfall general; heavy in Bangalore. More rain still wanted in four districts. Crops in good condition. Prospects of season favourable. Prices fallen in the Bangalore district.

Rainfall slight in Coorg during the week. Cessation of rain detrimental to young rice crops.

Berar and Hyderabad.—*For week ending 3rd September.*—Berar report not received.

Rainfall moderate in Hyderabad. Sowing and weeding of *abi* crops still continue. *Kharif* crops prospering. Prices stationary.

Central India.—*For week ending 3rd September.*—There appears to be a break in the rains throughout the Central India Agency. Break reported beneficial in Bhopal and Bundelkhand, but Gwalior, Western Malwa and Neemuch report more rain wanted. Condition of standing crops in Western Malwa reported only fair, and improved in Goona. Price of food-grains risen slightly in Dhar; steady elsewhere.

Rajputana.—*For week ending 3rd September.*—Rainfall slight and partial. More rain wanted in two Agencies and Ajmere. Agricultural operations satisfactory. Standing crops good. Agricultural stock good. Pasturage or fodder insufficient in two Agencies. Prices risen in four Agencies, falling in one and steady elsewhere.

Nepal.—*For week ending 28th August.*—Rainfall seasonable, with occasional breaks. Prospects of crops good.

W. C. BENETT,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Circular No. 12-F.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Forests),—dated Simla, the 26th August 1890.

Read the following Despatch from Her Majesty's Secretary of State for India, forwarding, with remarks, the revised "Prospectus of the Forest Service Branch of the Royal Indian Engineering College, Cooper's Hill":

No. 40 (Revenue), dated London, 12th June 1890.

From—Her Majesty's Secretary of State for India,
To—The Governor General of India in Council.

I forward 25 copies of the revised Prospectus of the Indian Forest Service examination, which has been issued here. The alteration in the schedule of subjects for the entrance examination will take effect at and from the examination of 1891. But the extension of the Cooper's Hill Forest Course from two to three years will take effect with the candidates entering Cooper's Hill College in the autumn of 1890. Therefore, the probationers of this year will not reach India until 1893, and no recruits will be sent out for the Forest Service in 1892.

2. With reference to article 16 of the Prospectus, I shall, when sending you lists of the recruits starting in 1893 and in subsequent years, inform your Government which of the probationers have been found qualified for the higher initial salary of Rs. 350 a month.

PROSPECTUS OF THE FOREST SERVICE BRANCH OF THE ROYAL INDIAN ENGINEERING COLLEGE, COOPER'S HILL.

(*Post Town, Staines. Railway Station, Egham. Telegraph Station, Englefield Green.*)

STAFF OF THE COLLEGE.*

President—General Sir Alexander Taylor, G.C.B., R.E.
Secretary—J. G. Whiffin, Esq., Paymaster-in-Chief, R.N., Retired.
Bursar—J. P. Pasco, Esq., R.N., Retired.
Chaplain—Rev. C. Croslegh, D.D.

Engineering Branch.

Assistant Professor of Engineering—A. H. Heath, Esq., Assoc. Mem. Inst. C.E.
Professor of Surveying—Major-General E. H. Courtney, R.E.
Instructor in Geometrical Drawing—T. H. Eagles, Esq., M.A., Assoc. Inst. C.E., F.R.I.B.A.
Lecturer in Accounts—J. C. Hurst, Esq.
Instructor in Freehand Drawing—Russell Dowson, Esq.

Mathematical Branch.

Professor of Mathematics—G. M. Minchin, Esq., M.A.

Natural Science Branch.

Professor of Chemistry—Herbert McLeod, Esq., F.R.S.
Professor of Physics—W. N. Stocker, Esq., M.A., Fellow of Brasenose College, Oxon.
Lecturer in Geology and Mineralogy—Professor P. M. Duncan, M.B., F.R.S.

Forestry Branch.

Principal Professor of Forestry—W. Schlich, Esq., Ph.D., F.L.S., late Inspector-General of Forests to the Government of India.
An Assistant Professor of Forestry.
Professor of Botany—H. Marshall Ward, Esq., M.A., F.R.S., F.L.S., Fellow of Christ's College, Cambridge.

* The Staff of the College is only given in so far as it concerns the Forest Service Branch.

Lecturer on Entomology—W. F. H. Blandford, Esq., M.A., Fellow of Christ's College, Cambridge.

Lecturer on Chemistry of Soils and Vegetation—A. H. Church, Esq., M.A., F.R.S.

Instructor in German—T. H. Dittel, Esq.

Director of Practical Study in Forestry on the Continent—Sir Dietrich Brandis, K.C.I.E., Ph.D., F.R.S., late Inspector General of Forests to the Government of India.*

(The arrangements hereinafter described are subject to revision under the orders of the Secretary of State for India.)

1. The Royal Indian Engineering College is primarily maintained, under the orders of the Secretary of State for India in Council, for the education of candidates for the service of Government in the India Public Works, Telegraph, and Forest Departments; but it is open, to the extent of the accommodation available, to all persons desirous of following the course of study pursued in it.

INDIA FOREST DEPARTMENT APPOINTMENTS.

2. The Examination usually takes place in June of each year.

3. The number of candidates to be selected annually varies according to the requirements of the Forest Service in India: the figures as regards each particular year will be advertised from time to time. *In 1891 there will be 12 appointments offered for competition.*

4. Candidates for the Indian Forest Department are selected under the following arrangements:

(*a*) An applicant must be a natural-born British subject, and must be above 17 and under 20 years of age on the 1st June of the year in which he competes for an appointment. He must be unmarried, and if he marries before reaching India he will forfeit his appointment.

(*b*) An applicant must send† to the Revenue Department of the India Office, on or before the 1st day of May of the year in which he proposes to compete:

(1) His name and parentage, a certificate or other satisfactory evidence of the date of his birth, and the written consent of parent or guardian that his name should be recorded as a candidate.

(2) A statement of the places of education at which he may have been since he was nine years old, accompanied by testimonials of good conduct during the last four years.

(*c*) Applicants will have to appear before a Medical Board‡ at the India Office, particular stress being laid upon good vision and hearing. A physical test will also be imposed, so as to ensure the selection of persons of active habits and powers of endurance.

(*d*) The applicants who have successfully passed the medical examination and the physical test will be required to undergo an examination before the Civil Service Commissioners§ in the following subjects (Classes I to III), marks being assigned as follows:

CLASS I.—OBLIGATORY SUBJECTS.

	Marks.	
1. Mathematics (lower), *viz.*, Algebra up to and including the Binomial Theorem; the theory and the use of Logarithms; Euclid, Books I to IV and VI; Plane Trigonometry up to and including the solution of Triangles; and Mensuration	2,500	In each of these subjects a candidate must obtain not less than one-third of full marks in order to qualify.
2. English composition	1,000	
3. German (400 for colloquial)	2,000	

* Sir D. Brandis is not on the Staff of the College.

†There is no form of application; the documents specified in clauses (1) and (2) should be enclosed in a covering letter addressed to the Secretary, Revenue Department, India Office, London.

‡With a view to prevent parents and guardians from incurring the inconvenience and expense of preparing candidates who may be physically unfit for the Forest Service, it is suggested that, before any such preparation is begun, candidates be submitted to examination by the medical adviser of the family, or any other qualified medical practitioner, with regard to the following points:

1. A weak constitution.
2. Defective vision.
3. Impaired hearing.
4. The existence of any congenital defect.

It is to be understood that this private examination is merely suggested to lessen the chances of disappointment, and that it is by no means intended to take the place of, or to influence in any way, the official examination.

On the subject of the standard of eyesight required for the Indian Services, a pamphlet has been published, under the authority of the Secretary of State in Council, by Messrs. Churchill and Sons, 11, New Burlington Street.

§ A fee of 4*l.* is required, which can be paid by means of a stamp of that amount. Instructions on this point will be issued to candidates the day before the examination.

CLASS II.—OPTIONAL SUBJECTS.

	Marks.	
4. Mathematics (higher), including Analytical Geometry, Conic Sections, Differential Calculus, Statics, and Dynamics	2,000	A candidate may take any two, but not more than two, of the optional subjects.
5. French (400 for colloquial)	2,000	
6. Latin	2,000	
7. Greek	2,000	
8. English History. There will be set: one general paper; one paper limited to a fixed period, of which due notice will be given	2,000	
9. Botany, *viz.*, the elementry parts of vegetable morphology, histology, and physiology, and the principles of a natural system of classification as illustrated by the more important British natural orders. Candidates will be required to describe plants in technical language. Questions will not be set on vegetable palæontology or on the geographical distribution of plants	2,000	
10. Chemistry, *viz.*, the elements of Inorganic Chemistry	2,000	
11. Physics: elementary properties of Electricity, Magnetism, Heat, Light, and Sound	2,000	
12. Physical Geography and Geology, chiefly economic; including the recognition of the more familiar minerals and rocks, and their properties and uses	2,000	

CLASS III.—ADDITIONAL SUBJECTS.

13. Freehand Drawing	500	Either or both of these subjects may be taken in addition to the obligatory and the two optional subjects.
14. Geometrical Drawing	300	

(*e*) From the competitors who attain the above-mentioned minima of marks in obligatory subjects, and satisfy the requisite conditions in other respects, the Secretary of State will select candidates, in order of merit, as probationers to enter the College, where they will be further trained for the Forest Service of India.

(*f*) If the full number of competent probationers required in any year cannot be obtained from the persons so examined, the Secretary of State reserves a discretion to fill up the deficiency by selecting any other person or persons who may satisfy the authorities of the College that he or they are properly qualified to become probationers for the Forest Service.

5. The course of study for candidates for the India Forest Service extends over about 34 months, divided into nine terms. During the first eight terms the candidates will prosecute their studies at the College, and during the remaining term they will be instructed, under suitable supervision, in such British or Continental forests as may be selected for the purpose. Excursions will also be made for purposes of instruction, both during term time and during part of the vacations. The cost of all such tours or excursions is borne by the Secretary of State (see paragraph 9).

6. Each annual session begins in September, and is divided into three terms, with vacations of about four weeks at Christmas, two weeks at Easter, and eight weeks in the summer.

7. A charge of 61*l.* for each of the first eight terms and 60*l.* for the ninth term is made for each student: the amount must be paid terminally in advance to the Bank of England. Receivable orders, with full directions as to the mode of payment, will be forwarded from the India Office to the parents or guardians shortly before the fees fall due. A student will not be allowed to come into residence until his fee has been paid.

8. A deposit of 5*l.* is required to be paid by each student on admission to the College, as caution money, to cover charges incurred by him for damage to books, instruments, &c., or any College bills outstanding on leaving the College. Any balance over and above such charges will be repaid. This deposit is to be paid with the fee for the first term, making the total payment on that occasion 66*l.*

9. The foregoing payments cover all charges for tuition, board according to the College tariff, lodging with washing, and ordinary medical attendance while in residence at the College. When students are on tour and during the course of practical instruction, whether in Great Britain or on the Continent, the Secretary of State will defray the expenses of (1) board, lodging, and washing (the maximum expenditure on such account being 10*s.* per diem), (2) travelling expenses, and (3) fees to local Forest Officers, &c.

Students are required to provide their own class books and drawing instruments. Drawing paper, drawing boards, and surveying instruments are provided by the College.

10. The prescribed course of study at present comprises the following subjects:

I.—*Engineering.*

1. Geometrical Drawing.
2. Freehand Drawing.
3. Surveying.
4. Road-construction.

II.—*Natural Science.*

1. Inorganic Chemistry.
2. Chemistry of Soils and Vegetation.
3. Physics.
4. Geology and Mineralogy.
5. Entomology.
6. Botany.

III.—*Forestry,* theoretical and practical.

IV.—*Miscellaneous.*

1. German.
2. Elements of Law.
3. Accounts.
4. Drill and Gymnastics.

11. Every student is required to conform to the College rules, to exhibit due diligence in his studies throughout the course, and to give evidence of satisfactory progress in such manner as may be required: failing which, or in the event of serious misconduct, he will be liable to be removed from the College.

12. During the course of study the proficiency of the students will be tested by periodical examinations, and on the termination of their studies there will be a final examination. Each student may also, at the discretion of the Secretary of State for India, be required to appear before the Medical Board at the expiration of the first year of residence at the College, and should the result be unsatisfactory he cannot claim to be allowed to complete the course.

13. The subjects enumerated in paragraph 10 are grouped in certain main branches of study, and a fixed minimum of qualification is required in each branch, as well as a certain minimum for all branches taken together. Students who obtain these minima will receive the College diploma in Forestry.

14. Candidates who have obtained this diploma, and are found to be of sound constitution and free from physical defects which would render them unsuitable for employment in the Forest Department (the final decision on which points will rest with the Secretary of State for India), will be appointed Assistant Conservators in the Forest Department of India in the order of their standing at the end of the final examination. They will be allowed, before leaving the College, to choose the provinces in which they desire to be first employed, according to the standing in which they pass out of the College. But this choice can only be exercised according to the available vacancies in the different provinces, and on the understanding that officers are at all times liable to be transferred from one province to another at the pleasure of the Government of India.

15. Within a month of his nomination as Assistant Conservator, each nominee must sign Articles of Agreement describing the terms and conditions of his appointment. He must embark for India when required to do so by the Secretary of State, and will be provided with a free passage. Failure to embark at the stated time will, in the absence of satisfactory explanation, lead to forfeiture of appointment.

16. The pay of an Assistant Conservator of Forests will commence from the date of arrival in India. Probationers who acquit themselves creditably during their course at Cooper's Hill College will begin on a salary of Rs. 350 a month: those who fall short of the required standard, though they may have obtained the College diploma in Forestry, will begin on Rs. 250 a month; and this difference of salary will continue until the first Departmental Examination is passed in India. It will rest with the President of the College, in consultation with the Principal Professor of Forestry, to decide which probationers, if any, have failed to qualify for the higher initial salary.

17. Promotion, leave, and pension will be regulated by the rules of the Service for the time being. Further information on this point can be obtained from the Revenue Secretary, India Office, London.

18. Every candidate, before proceeding to India, will be required to furnish to the President of the College satisfactory evidence of his competency in riding.

General Rules.

19. Chemical, physical, and botanical laboratories, a forestry museum, a forest nursery, a library, and gymnasium are attached to the College. Means are also provided for the practice of photography. Students making use of the laboratories are supplied with the needful apparatus.

20. The responsibility for the discipline and management of the College and for the superintendence of the studies is vested in the President, under the control of the Secretary of State for India.

21. The students are distributed in divisions, under personal charge of one of the Professors or Instructors selected by the President; such tutor being responsible for exercising the proper degree of personal supervision over each student in his division, and for conducting necessary correspondence with the student's parents or guardians.

22. Each student residing in the College is provided with a separate room, and with fuel and light, also with the necessary attendance. Furniture and bedding are supplied by the College, but each student is required to provide his own towels and bed linen. Meals are taken in hall. Wine and beer are not included in the ordinary fare, but can be obtained from the College cellar at fixed prices.

23. A chapel is attached to the College, which the students residing in the College are expected to attend, unless specially exempted.

24. Every student will be required to go through a course of gymnastics and also of military exercises, including the use of the rifle.

25. Students are required to wear academical dress, under such regulations as may be prescribed from time to time.

Students not nominated for the Indian Forest Service, but desirous of obtaining a Diploma in Forestry from Cooper's Hill College.

26. Students not nominated for the Indian Forest Service may be received into the College, as far as the available accommodation permits. Such students may pass through the course of instruction prescribed for the nominees of the Indian Forest Service, as detailed above, or they may be permitted to participate in the instruction given in certain subjects only. On attaining the prescribed minima of marks in the several branches of study and in totals as laid down above, they will receive, as the case may require, either the College Diploma in Forestry, or special certificates showing in what subjects they have followed the instruction and with what result.

27. Candidates who desire to be admitted under paragraph 26 may submit the necessary application at any time, but not later than the 15th day of June of the year named for admission, except with the special permission of the President. The application must be made on the prescribed forms, which can be obtained from the Secretary of the College.

28. Candidates whose applications are found satisfactory as to character and in other respects will be required to undergo an examination, to be held at the College, about the last week in June of the year for admission. The object of the examination will be to ascertain whether the candidate is qualified to follow the course of instruction with advantage (or certain parts of it, as the case may be). Candidates who do not come up to the required standard will not be admitted to the College.

The President may dispense with the whole or any portion of this examination in the case of a candidate who produces a University diploma, or other similar certificate granted by a recognized examining body.

29. Candidates admitted to the College under paragraph 26, who propose to pass through the full prescribed course of study, will be required to pay the same fees in every respect as those paid by the nominees for the India Forest Service. Candidates who do not become resident, and are admitted only to certain subjects of study, will be required to pay the fees which may be fixed in each special case in consideration of the extent of their studies. The candidates of both classes will be required to abide by the general rules of the College.

ORDER.—Ordered, that a copy be forwarded, for information, to the Local Governments and Administrations noted in the margin, the Inspector General of Forests, and the Comptroller and Auditor General.

Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Ajmere.
Central Provinces.	Andamans.
Burma.	Hyderabad.

Ordered, also, that a copy be forwarded to the Foreign Department for communication to the Agent to the Governor General in Baluchistan; and that these papers be published in the Supplement to the *Gazette of India.*

[True Extract.]

W. C. BENETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Circular No. $\frac{6}{3-19}$ Met.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Meteorology),—dated Simla, the 29th August 1890.

Read again—

Letter from the Meteorological Reporter to the Government of India, No. 520-S, dated 5th October 1889.

Circular to the Local Governments and Administrations, No. 77—1-54, dated 24th October 1889, with endorsement to the Foreign Department of the same No. and date.

Read—

The following replies to the Circular of 24th October 1889:

From the Chief Commissioner, Central Provinces, No. 1595—107-S, dated 3rd December 1889.

From the Chief Commissioner, Assam, No. 2041-G-R, dated 18th December 1889.

From the Chief Commissioner, Coorg, No. 1945—648, dated 24th December 1889.

From the Foreign Department, No. 4874, dated 28th December 1889.

From the Government of the North-Western Provinces and Oudh, No. 22—1-824, dated 6th January 1890.

From the Government of Bombay, No. 121, dated 9th January 1890.

From the Foreign Department, No. 347-I, dated 30th January 1890.

From the Foreign Department, No. 612-I, dated 19th February 1890.

From the Punjab Government, No. 40, dated 25th February 1890.

From the Foreign Department, No. 699-I, dated 27th February 1890.

From the Government of Bengal, No. 1020—107, dated 17th March 1890.

From the Foreign Department, No. 1063-I, dated 27th March 1890.

From the Chief Commissioner, Ajmere and Merwara, No. 926-S, dated 28th March 1890.

From the Foreign Department, No. 1192-I, dated 14th April 1890.

From the Foreign Department, No. 1243-I, dated 18th April 1890.

From the Government of Madras, No. 247, dated 31st March 1890.

From the Secretary for Berar to the Resident, Hyderabad.

From the Chief Commissioner, Burma, No. 95—6-G, dated 6th May 1890.

From the Foreign Department, No. 1706-I, dated 22nd May 1890.

Read also—

Letter from the Meteorological Reporter to the Government of India, No. 203—S, dated 15th May 1890.

RESOLUTION.

In addition to the rain gauges attached to Meteorological stations under the supervision of the Imperial Meteorological Department rainfall is registered at a large number of stations in each province for local purposes. The information collected is published in various forms and is also to some extent utilized in the preparation of the weekly memoranda on the weather which appear in the *Gazette of India*. Registration at these provincial rainfall stations (as they may be termed) is not, however, conducted on a uniform system: the gauges used are of different patterns; the sites selected are sometimes defective; inspection is not everywhere regular and, in most provinces, the results are not critically, examined. Owing to these causes readings are not always reliable and the data collected, though available in a scattered form, are not easily accessible to the public.

2. Having regard to the many important interests, public and administrative, served by an accurate record of the rainfall of the country, the Imperial Meteorological Reporter, with the concurrence of the Government of India, formulated certain proposals for improving the provincial registration of rainfall and bringing it into harmony with the system adopted at the Imperial Meteorological stations. These proposals were circulated for the consideration of Local Governments and Administrations last October, and the replies, which His Excellency the Governor General in Council is glad to observe are almost unanimously in favour of the measures suggested, have been communicated to the Meteorological Reporter, who now submits his final recommendations on the subject.

3. The first proposal is that, in order to facilitate comparison and reduce the labour of compilation, rainfall should be registered at a common hour, *viz.*, 8 A.M., and that a common week ending 8 A.M. on Saturday should be adopted throughout India for all rainfall returns. His Excellency the Governor General in Council sanctions these measures, and they may be brought into force at once. The hour suggested has already been almost universally adopted since May last, and there is a general agreement regarding the advisability of prescribing a common week. The acceptance of this latter proposal does not imply any alteration of the existing arrangements for the weekly report on crops and weather telegraphed to the Government of India, nor is it intended to impose on Local Governments and Administrations the publication of any additional returns; but whenever weekly statements are compiled or published they should conform to the period now prescribed.

4. The necessity for inspection of rain gauges is generally recognized, and in several provinces orders appear to be in force providing for their inspection by local officers. But the Government of India is unable, from the information supplied, to gather the extent to which supervision is exercised over the performance of this duty, and it seems probable that in some districts it is not systematically carried out. It is proposed that the Meteorological Department should issue a brief set of rules or instructions for the inspection of rain gauge stations and forms on post cards in which the results of inspection could be briefly reported. To these proposals the Government of India has no objection. The Meteorological Reporter should prepare the instructions as soon as convenient and forward copies for distribution to Local Governments and Administrations, who may consider it desirable to issue editions in the vernacular for the use of the subordinate native officials who themselves register or supervise the registration of rainfall. As regards the submission of inspection reports, it is suggested that one copy should be sent to the Meteorological Reporter to the Government of India on the occasion of each inspection, and that he be empowered to offer suggestions upon points brought to notice in the reports. It is not proposed that he should correspond with inspecting officers. But it will probably be convenient that a duplicate inspection report be submitted to the officer charged with the collection and publication of rainfall data for the whole Province where such an officer exists, and, in the absence of objection by the Local Government or Administration, and to save time, the Reporter might be permitted to address his suggestions to this officer direct. The Government of India would prefer this arrangement wherever it is acceptable to Local Governments, but so long as an efficient system of supervision is maintained, it is content to leave to their discretion the adoption of any other plan which may be considered suitable.

5. Uniformity of gauge is an essential requisite for obtaining accurate data, and there is a general consensus of opinion in favour of the instrument recommended by the Meteorological Reporter, *viz.*, the Symons rain-gauge. Considerable progress is reported to have been made already in the introduction of this pattern, and the Government of India desires to see its substitution for the less efficient float-gauges wherever these are still in use. It is strongly recommended by the Meteorological Reporter that all gauges should be obtained through the Meteorological Department, by which they would be carefully tested before issue. No inconvenience is, the Government of India believes, likely to result from this measure, which is accordingly sanctioned. The Meteorological Reporter will frame rules for the supply of rain-gauges for the approval of Government.

6. In regard to the publication of rainfall data it appears that returns either weekly or monthly or both are regularly published in the Provincial Gazettes in different forms suited to local requirements. These returns will not be interfered with; but the Meteorological Reporter urges the desirability of publishing a complete collection of the rainfall data for India in an annual volume admitting of easy reference for the use of officers and others interested in accurate rainfall statistics. It is pointed out that while the present methods of publication may suffice for ordinary current wants, the returns are too scattered and incomplete for the purposes of comparison and the discussion of questions connected with the distribution of rainfall; they are not readily accessible to students of Meteorology, and when required for engineering or other schemes involving an investigation of rainfall must be compiled at considerable trouble and expense. It has been found, moreover, that the materials for such compilations are not always forthcoming owing to the destruction of the original records. The labour of preparing and publishing an annual return for the whole of India in the Imperial Meteorological Office would, however, add largely to the work and expenditure of that Department, and, while recognizing the importance of the suggestion, the Government of India hesitates to impose this large additional burden on the Meteorological Reporter. This officer suggests that, in addition to weekly rainfall statements, all Local Governments should also publish complete monthly statements in the appended form which is modelled on that already in use in Bengal. The form will cover one or more pages of foolscap, and will be suitable for binding into the local Gazettes as well as into the proposed annual volume. In order to assist Local Governments and Administrations in filling in the first three columns of the statements, lists are enclosed showing the various rainfall divisions now exhibited in the weekly maps published by the Department, together with the districts and stations at present included in each division. Should any station be added to or expunged from the list by any Local Government, the alteration will be shown at its proper place in the Provincial List. It will also be convenient that intimation of all such alterations should be separately given to the Meteorological Reporter direct. The Reporter also should be informed without delay of any changes that may take place in the headquarter stations of districts. The columns "average rainfall for the month," and average number of rainy days" will be filled in from data furnished by the Imperial Meteorological Office. The columns 40 and 41 will be inserted or omitted, and if inserted, the periods for them may be chosen at the discretion of Local Governments. Each Government would send to the Meteorological Reporter to the Government of India after publication of each statement a fixed number of copies, and the whole would be bound up into annual volumes and distributed to those officers and foreign recipients of Meteorological publications who take special interest in rainfall data. His Excellency the Governor General in Council accepts these suggestions and trusts that they will meet with the concurrence of Local Governments. In the case of Kashmir, Rajputana, Central India and Baluchistan the monthly statements will be forwarded in manuscript by the Provincial Officers concerned and printed by the Imperial Meteorological Department.

7. Two other proposals remain to be considered; the first relating to the division of the year into periods corresponding with the principal agricultural seasons, and the second to the definition of a rainy day.

As was anticipated, it has been found impracticable to make a division of the year which would be satisfactory for the whole of India. It will therefore be left for Local Governments to prescribe for provincial returns any divisions which may be considered best adapted to local wants. For the discussion of rainfall in the Simla daily and weekly reports, and the annual report on the Meteorology of India, the following divisions based on the four best marked periods of general rainfall in India will be adopted:

1st.—January 1st to 28th February, winter or cold weather rains, chiefly in Upper and Central India.

2nd.—March 1st to 31st May, the hot weather or spring rains of Bengal and Assam.

3rd.—June 1st to 15th October, the south-west monsoon rains.

4th.—October 16th to 31st December, the retreating south-west monsoon rains of the Peninsula.

In order to avoid breaking weeks of rainfall-registration, each of the periods will actually end upon the Saturday and begin upon the Sunday nearest to the dates above specified.

8. With regard to the necessity for the definition of a "rainy days," the Meteorological Reporter remarks that, from an agricultural point of view, it is not only necessary to know the total amount of rain but also the character of the rainfall. It is evident that a rainfall of 20 inches during a given period in two or three cyclonic downpours might be destructive to the crops, whilst the same amount occurring as frequent moderate showers in the same period might be beneficial in the highest degree. The only fairly satisfactory way of discriminating the character of the fall is by comparing the actual number of rainy days with the normal number, and the starting point for such a comparison will be a suitable definition of a rainy day. The Meteorological Departments of other countries have generally adopted a rainfall of ·01" or upwards in twenty-four hours as defining a rainy day, and this has been followed in the Annual Reports on the Meteorology of India. A fall of ·01", however, appears to be too small to be of any value for agricultural purposes in this country. The knowledge of such a fall might be a useful indication of the prevalence of cloudy weather, which is sometimes very desirable for the crops at certain periods. But the comparison usually desired appears to be between the actual number of days on which useful or heavy rain fell and the normal number of such rainy days; and the Government of India concurs with the Meteorological Reporter that a fall of ·1" (one-tenth of an inch) in twenty-four hours will be the most convenient and suitable definition.

9. The proposals for the improvement of rainfall registration which have the approval of the Government of India may now be summarized—

1st.—That a common hour for registration, *viz.*, 8 A.M., and a common rainfall week ending on Saturday 8 A.M. should be adopted in the whole of India.

2nd.—That all rain-gauges should be *systematically* inspected, the services of the Meteorological Reporter to the Government of India being utilized for supervision of the duty of inspection, wherever this is considered desirable.

3rd.—That Symons rain-gauges, tested by the Meteorological Department should be the only description of gauge used.

4th.—That monthly returns of rainfall be published by each Local Government, of which copies would be bound together and issued as an annual volume by the Imperial Meteorological Department.

5th.—That the Imperial Meteorological Department should adopt a fixed division of the year into four periods corresponding with the periods of general rainfall for purposes of comparison.

6th.—That for the purpose of calculating the number of rainy days a fall of one-tenth of an inch and upwards be taken to denote a rainy day.

ORDERED, that copies of this Resolution be forwarded to the Local Governments and Administrations noted in the margin, and the Meteorological Reporter to the Government of India, for information and guidance, and to the Foreign Department for favour of communication to the Political authorities in the Native States concerned; also that the Resolution be published in the Supplement to the *Gazette of India*.

Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North-Western Provinces and Oudh.	Ajmere.
Punjab.	Coorg.
The Resident at	Hyderabad.

Ordered also, that a copy be forwarded to the Public Works Department for information.

[True Extract.]

W. C. BENETT,

Offg. Secretary to the Government of India.

Table of Rainfall recorded at Stations in for the month of 18 .

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Meteorological division.	District.	Station.																				

24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	Station.	District.	Meteorological division.
											Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from up to	Average rainfall from up to			

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

Statement of gross receipts and expenses of Indian Railways from 1st January to 17th August 1889 and from 1st January to 16th August 1890.

N.B.—In columns *Total receipts from 1st July to 16th August 1890 and 1st January to 16th August 1890*, audited figures have been used as far as possible.

Railways.	Total actual receipts from 1st July to 17th August 1889.			Total approximate receipts from 1st July to 16th August 1890.			Total actual receipts from 1st January to 17th August 1889.		Total approximate receipts from 1st January to 16th August 1890.		Total increase in 1890.	Total decrease in 1890.
	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.		
State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
East Indian (*a*)	1,526	49,54,688	473	1,526	43,41,829	424	2,91,07,322	583	2,77,91,497	550	...	13,15,825
Patna-Gya	57	58,980	151	57	48,497	127	3,10,571	107	3,04,382	104	...	6,189
Bareilly-Pilibhit	36	10,017	41	39	10,935	45	60,364	59	7,907	61	3,513	...
Bengal-Nágpur (*b*)	305	1,30,887	65	584	2,04,450	52	14,25,148	148	18,89,203	112	4,64,145	...
Indian Midland (*c*)	701	3,28,992	68	752	2,93,991	58	13,74,448	97	23,20,350	95	4,45,902	...
Rajputana-Malwa	1,664	20,53,766	180	1,972	15,55,215	130	1,35,79,512	249	1,13,09,371	200	...	22,10,133
Southern Mahratta	857	4,93,422	84	1,042	4,87,209	70	26,67,353	95	27,03,277	85	95,924	...
Do. Mysore Section	229	98,066	63	296	1,57,174	79	4,39,697	67	6,83,193	71	2,43,496	...
Villupuram-Guntakal	83	30,675	54	83	32,779	59	1,04,131	61	1,53,047	57	...	10,784
TOTAL	5,458	81,65,033	218	6,048	71,31,207	176	4,96,37,876	286	4,73,47,925	245	...	22,89,951
State Lines worked by the State.												
North Western	2,386	(*d*)33,35,037	204	2,399	(*e*) 31,97,514	190	(*d*) 1,68,88,955	216	(*e*) 1,60,05,245	216	16,290	...
Oudh and Rohilkhand	692	7,91,499	167	692	6,73,690	145	48,72,249	216	48,03,795	213	...	88,445
Lucknow-Sitapur-Seramau	105	38,703	54	105	34,477	49	2,03,102	61	2,20,410	67	20,308	...
Eastern Bengal	747	12,43,703	242	767	12,84,080	249	57,84,083	257	63,49,385	258	5,94,732	...
Bengal Central	125	87,320	102	125	80,080	91	4,41,908	109	4,17,020	102	...	27,888
Nalháti	27	11,562	64	27	12,490	68	65,081	74	67,121	76	1,440	...
Wardha Coal (*f*)	45	95,344	309	45	1,10,498	399	5,85,948	400	6,24,284	426	38,336	...
Cherra-Companyganj	7	(*g*) 840	20	8	(*h*) 1,809	45	(*i*) 3,891	17	(*j*) 8,305	37	4,414	...
Jorhát	25	(*g*) 7,703	45	25	(*h*) 8,224	57	(*i*) 35,036	38	(*j*) 34,451	38	...	585
Burma (*k*)	553	5,09,583	134	550	5,44,721	140	30,84,083	171	35,77,680	199	4,93,006	...
TOTAL	4,712	61,22,590	189	4,749	59,48,079	187	3,19,98,037	212	3,30,16,705	214	10,18,608	...
Lines worked by Guaranteed Companies.												
Great Indian Peninsula (*l*)	1,440	28,14,240	285	1,440	28,03,205	290	2,40,65,431	529	2,55,63,570	543	5,98,139	...
Bombay, Baroda and Central India	461	11,89,147	376	461	9,67,053	312	90,49,182	590	88,05,044	587	...	2,35,138
Madras	840	12,10,054	210	849	12,80,475	227	57,16,402	268	57,64,221	211	47,819	...
South Indian	654	7,28,930	162	654	8,10,125	183	35,75,946	167	38,04,759	179	2,28,813	...
TOTAL	3,395	59,42,071	255	3,395	58,61,158	257	4,32,97,961	389	4,39,37,594	397	6,30,633	...
GRAND TOTAL (GUARANTEED AND STATE)	13,565	2,02,29,694	217	14,192	1,89,40,446	199	12,49,33,934	286	12,43,02,224	271	...	6,31,710
GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,11,27,345	140	6,25,14,237	137	13,86,912	...
NET RECEIPTS	...	...	...	...	...	...	6,38,06,609	146	6,17,87,987	131	...	20,18,622
Assisted Companies.												
Tárakeshwar	22	32,033	212	22	31,230	211	1,95,835	272	1,97,466	276	1,631	...
Bengal and North-Western (*m*)	649	(*g*) 4,30,857	113	691	(*h*) 3,55,343	90	(*i*) 26,73,074	130	(*j*) 29,87,161	144	3,13,487	...
Rohilkhand-Kumaun	67	43,669	95	67	35,082	79	2,30,800	105	2,30,219	108	5,419	...
Dibru-Sadiya	78	(*g*) 59,400	130	78	(*h*) 59,594	134	(*i*) 3,00,192	121	(*j*) 3,14,672	128	14,480	...
TOTAL	816	5,65,959	111	858	4,81,759	83	34,00,501	127	37,35,518	134	3,35,017	...
Native States Lines worked by Companies.												
The Nizam's Guaranteed State	354	2,85,906	118	354	3,09,937	130	14,47,464	125	16,86,713	146	2,30,249	...
The Gaekwar's Dabhoi	59	13,001	34	72	17,002	35	94,259	40	1,22,927	63	28,668	...
The Gaekwar's Mehsana	27	6,008	32	27	5,199	29	37,195	42	32,491	37	...	4,734
The Gaekwar's Petlad	...	...	...	14	5,101	53	...	...	(*n*) 14,000	74	14,000	...
TOTAL	440	3,05,815	101	467	3,37,359	108	15,78,918	104	18,57,007	125	2,78,089	...
Native States Lines worked by the State.												
Rájpura-Bhátinda	...	(*o*)	...	108	71,532	99	(*o*)	...	(*p*) 1,75,892	83	1,75,892	...
Native States Lines.												
Jodhpore	124	37,077	44	124	42,642	51	2,34,675	58	2,48,780	62	14,105	...
Bhávnagar-Gondal-Junágarh Porbandar	261	1,09,020	63	331	1,25,817	57	9,71,054	114	10,94,731	102	1,22,777	...
Morvi	68	17,308	37	94	32,286	51	1,23,003	50	1,90,511	62	67,448	...
TOTAL	453	1,63,405	53	549	2,00,745	55	13,29,092	90	15,34,022	86	2,04,330	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Asansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*e*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*f*) Includes the Warora Colliery.
(*g*) Total receipts from 1st July to 10th August 1889.
(*h*) Total receipts from 1st July to 9th August 1890.
(*i*) Total receipts from 1st January to 10th August 1889.
(*j*) Total receipts from 1st January to 9th August 1890.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*m*) Includes the Tirhoot State Railway.
(*n*) Total receipts from 5th May to 16th August 1890.
(*o*) Included with the North Western Railway.
(*p*) Total receipts from 1st April to 16th August 1890.

SIMLA, *5th September, 1890.*

F. B. HEBBERT,
Offg. Under-Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XIX OF 1890-91.

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 August 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 16th August 1890. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 17th August 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 16th August 1890. Total.	Per mile open per week.	Total increase in 1890-91.	Total decrease in 1890-91.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
23rd August 1890	East Indian (*a*)	1,526	6,26,702	411	1,526	6,66,268	437	1,69,81,439	560	1,54,60,760	514	...	15,20,679
23rd ditto	Patna-Gya	57	6,741	118	57	6,696	117	1,72,977	153	1,75,210	156	2,233	...
16th ditto	Bareilly-Pilibhit	36	1,267	35	36	1,248	35	38,491	54	35,788	50	...	2,703
23rd ditto	Bengal-Nágpur (*b*)	305	16,746	55	584	25,586	44	7,38,627	122	11,10,805	100	3,72,178	...
23rd ditto	Indian Midland (*c*)	752	44,889	60	752	40,185	53	10,94,011	86	12,36,085	83	1,42,074	...
23rd ditto	Rajputana-Malwa	1,664	2,85,027	171	1,672	2,20,000	132	80,45,525	243	63,56,275	193	...	16,89,250
16th ditto	Southern Mahratta	857	70,707	83	1,042	71,561	69	17,08,546	100	17,01,319	86	...	7,227
16th ditto	Do. Mysore Section	285	20,573	72	296	23,196	78	2,89,715	66	4,26,691	73	1,36,976	...
16th ditto	Villupuram-Guntakal	83	4,602	55	83	4,562	55	98,358	60	93,828	57	...	4,530
	TOTAL	5,565	10,77,254	194	6,048	10,59,302	175	2,91,67,689	272	2,65,96,761	225	...	25,70,928
	State Lines worked by the State.							(*d*)					
23rd August 1890	North Western	2,386	(*d*)3,94,475	165	2,399	(*e*) 4,51,224	188	1,03,75,710	219	(*e*) 96,74,497	205	...	7,01,213
16th ditto	Oudh and Rohilkhand	692	1,05,236	152	692	85,901	124	30,89,816	225	26,54,495	195	...	4,35,321
16th ditto	Lucknow-Sitapur-Seramau	105	5,725	55	105	4,587	44	1,33,222	64	1,26,822	61	...	6,400
16th ditto	Eastern Bengal	747	2,26,399	303	767	2,27,040	296	33,79,145	243	36,02,675	240	2,23,530	...
16th ditto	Bengal Central	125	13,902	111	125	11,050	88	2,67,167	108	2,46,690	100	...	20,477
16th ditto	Nalháti	27	2,123	78	27	1,500	55	37,441	70	38,408	72	967	...
9th ditto	Wardha Coal (*f*)	45	11,101	247	45	22,096	491	3,17,574	355	3,94,401	445	76,827	...
9th ditto	Cherra-Companyganj	...	...	...	...	(*g*)	...	(*h*) 2,089	15	(*i*) 4,555	30	2,466	...
9th ditto	Jorhát	...	...	...	...	(*g*)	...	(*h*) 23002	46	(*i*) 20,977	44	...	1,115
16th ditto	Burma (*j*)	553	71,418	129	556	76,424	137	17,87,679	163	19,03,547	174	1,15,868	...
	TOTAL	4,680	8,30,379	177	4,716	8,79,822	187	1,94,11,935	210	1,86,67,067	200	...	7,44,868
	Lines worked by Guaranteed Companies.												
16th August 1890	Great Indian Peninsula (*k*)	1,440	3,42,775	238	1,440	3,65,664	254	1,34,47,336	469	1,41,24,234	496	6,76,898	...
23rd ditto	Bombay, Baroda and Central India	461	1,67,467	363	461	1,36,000	295	53,06,042	580	52,02,277	572	...	1,04,665
16th ditto	Madras	840	1,71,579	204	840	1,75,903	209	36,01,344	216	35,91,355	217	...	9,989
16th ditto	South Indian	654	1,04,584	160	654	1,06,657	163	22,90,107	176	24,23,042	188	1,32,935	...
	TOTAL	3,395	7,86,405	232	3,395	7,84,224	231	2,46,45,729	366	2,53,40,908	379	6,95,179	...
GRAND TOTAL (GUARANTEED AND STATE)		13,640	26,94,038	198	14,159	27,23,348	192	7,32,25,353	274	7,06,04,736	253	...	26,20,617
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,72,64,148	140	3,60,28,490	129	...	12,35,658
	NET RECEIPTS	...	...	...	...	...	...	3,59,61,205	134	3,45,76,246	124	...	13,84,959
	Assisted Companies.												
23rd August 1890	Tárakeshwar	22	3,869	176	22	4,147	188	1,14,671	262	1,16,078	268	1,407	...
9th ditto	Bengal and North Western (*l*)	...	...	...	...	(*g*)	...	(*h*) 17,46,711	150	(*i*) 16,76,128	135	...	70,583
16th ditto	Rohilkhand-Kumaun	67	6,305	94	67	5,093	76	1,54,370	116	1,43,530	109	...	11,440
9th ditto	Dibru-Sadiya	...	...	...	...	(*g*)	...	(*h*) 1,84,989	125	(*i*) 1,91,265	131	6,276	...
	TOTAL	89	10,174	114	89	9,240	104	22,01,341	150	21,27,001	199	...	74,340
	Native States Lines worked by Companies.												
16th August 1890	The Nizam's Guaranteed State	354	47,022	133	354	42,624	120	8,38,668	119	9,79,468	140	1,40,800	...
23rd ditto	The Gaekwar's Dabhoi	59	1,988	34	74	2,390	33	54,257	46	79,992	63	25,735	...
23rd ditto	The Gaekwar's Mehsana	27	675	25	27	700	26	23,303	43	20,056	38	...	3,247
23rd ditto	The Gaekwar's Petlad	...	...	...	14	700	52	...	...	(*m*) 14,906	74	14,906	...
	TOTAL	440	49,685	113	467	46,414	99	9,16,228	105	10,94,422	121	1,78,194	...
	Native States Lines worked by the State.												
23rd August 1890	Rájpura-Bhátinda	...	(*n*)	...	108	11,922	110	(*n*)	...	1,75,892	83	1,75,892	...
	Native States Lines.												
23rd August 1890	Jodhpore	124	4,370	35	124	6,000	48	1,37,712	56	1,50,199	61	12,487	...
16th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	261	15,720	60	331	19,925	60	5,59,648	108	6,76,160	103	1,16,512	...
16th ditto	Morvi	68	2,226	33	94	3,909	42	84,924	62	1,31,321	71	46,397	...
	TOTAL	453	22,316	49	549	29,834	54	7,82,284	87	9,57,680	88	1,75,396	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Asansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*e*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*f*) Includes the Warora Colliery.
(*g*) Return not received.
(*h*) Total receipts from 1st April to 10th August 1889.
(*i*) Total receipts from 1st April to 9th August 1890.
(*j*) Includes the Toungoo-Mandalay Railway.
(*k*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*l*) Includes the Tirhoot State Railway.
(*m*) Total receipts from 5th May to 16th August 1890.
(*n*) Included with the North Western Railway.

SIMLA, *5th September, 1890.*

F. B. HEBBERT,
Offg. Under-Secretary.



SUPPLEMENT TO

The Gazette of India.

No. 37.} CALCUTTA, SATURDAY, SEPTEMBER 13, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 3	9 3	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	11 4	11 4	12 9	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14⅜	17 14⅜
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 3	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 13	9 13	12 14	12 14	...	...	...	...	...	...	...	...	11 2	11 2	27 5	16 6	...	...	143 0	143 0	14 3	14 3
Rangoon	7 6	7 6	...	...	10 3	10 3	11 2	11 2	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 8	10 5	12 0	12 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	11 8	11 15	14 4	14 2	...	...	...	...	...	...	...	...	13 7	11 7	...	...	...	...	203 0	203 0	14 0	14 0
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	8 8	10 6	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	11 7	11 7	13 5	13 5	...	...	...	...	...	...	...	...	11 7	11 7	15 0	15 0	8 2	8 2	450 0	450 0	15 0	15 0
Henzada	...	...	...	...	10 6	10 9	10 6	10 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 10	10 12	13 15	13 4	...	...	...	...	...	...	...	...	11 14	11 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	13 6	13 6	...	...	10 12	11 11	13 13	13 13	...	...	...	...	...	...	...	...	12 12	12 12	32 3	32 3	...	...	326 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	10 5	11 10	...	...	9 8	10 5	10 5	11 4	...	...	...	...	...	...	...	...	10 6	9 10	30 10	25 2	9 10	10 0	65 0	60 0	16 14	15 3
Arakan—																										
Sandoway	...	...	...	...	21 9	22 11	28 12	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 0	12 7
Kyaukpyu	...	...	...	...	15 14	16 10	17 9	18 1	...	...	...	...	...	...	...	...	6 0	6 0	...	*	...	...	333 0	333 0	13 8	12 0
Akyab	...	...	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	120 0	120 0	11 0	11 0
Assam—																										
Surma—																										
Sylhet	11 8	10 8	...	...	11 8	11 8	13 12	14 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	108 0	108 0	10 0	9 12
Cachar	9 4	9 0	...	...	10 8	10 8	12 8	12 12½	...	...	...	...	...	...	...	...	13 5/6	13 3/4	...	...	...	...	80 0	80 0	9 6⅝	9 6⅝
Khási and Jaintiá Hills	...	...	...	...	6 0	5 8	7 0	8 0	...	...	...	...	...	...	...	...	9 8	9 8	16 0	16 0	...	...	100 0	100 0	7 0	7 0
Gáro Hills	...	...	...	...	6 0	6 0	11 0	10 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	18 0	18 0	80 0	80 0	9 0	9 0
Kámrúp	10 0	10 0	...	...	7 0	6 0	14 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	7 0	7 0	...	...	10 8	12 0	12 8	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	150 0	9 8	9 8
Nowgong	...	...	...	...	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	120 0	120 0	8 0	8 8
Sibságar	...	...	...	...	6 0	6 0	14 0	16 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	120 0	120 0	8 0	8 8
Lakhimpur	9 0	9 0	...	...	6 8	6 8	11 0	10 0	...	...	...	...	...	...	...	...	11 8	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 8
Bengal—																										
Hill Tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6⅝	10 10⅜	12 5	11 6¼	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Darjeeling Terai	6 0	6 0	...	...	8 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	8 0
Darjeeling Hills	...	...	...	...	4 0	4 0	9 0	8 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	60 0	60 0	4 4	4 4
Eastern—																										
Backergunge	...	...	...	...	11 14	12 5	16 0	14 8	...	...	...	...	...	...	...	...	14 8	14 8	...	...	12 12†	12 5†	100 0	120 0	10 0	10 3
Noakholly	...	...	...	...	12 0	14 0	13 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	110 0	110 0	9 0	9 0
Tipperah	14 0	13 14½	...	...	8 14	10 0	13 14½	13 14½	...	...	...	...	...	...	...	...	9 2⅔	10 10⅔	...	...	6 6⅔	8 0	...	...	9 6½	9 11
Dacca	13 0	13 0	14 0	16 0	12 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	12 0	13 0	90 0	160 0	9 8	9 8
Mymensingh	11 4	11 4	...	...	10 4	10 0	13 6	13 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	13 8	...	...	9 8	9 8
Deltaic—																										
Khoolna	...	...	...	...	12 4	13 0	14 0	14 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	9 0	8 0
24-Pergunnahs	15 0	15 0	18 0	18 0	8 0	8 0	13 12	13 12	...	...	...	...	...	...	7 0	7 0	20 8	20 0	...	...	17 0	17 0	100 0	100 0	10 0	10 0
Midnapore	12 0	13 0	...	...	13 0	12 12	16 4	16 4	...	...	...	...	...	...	...	...	15 8	15 8	...	...	12 4	13 0	120 0	120 0	10 2	10 0
Howrah	...	...	...	...	11 4	11 4	13 4	13 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 4	13 0	100 0	100 0	10 0	10 0
Calcutta	13 6	13 9	17 8	17 7	9 10	8 14	13 9	13 1	19 3	18 13	13 4	13 0	...	...	8 6	8 2	17 9	17 3	19 5	18 3	16 8	17 0	92 8	92 8	10 7	10 7
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 10	15 10	20 0	20 0	11 5	11 3½	12 12	12 13	...	...	...	...	...	...	...	...	21 5¼	20 10	...	...	19 0	10 10	...	...	9 13	9 13
Jessore	13 4	13 4	...	...	11 0	12 0	15 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	15 0	15 0	20 0	20 0	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	15 0	14 0	20 0	20 0	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	17 0	17 0	26 0	26 0	19 0	20 0	240 0	240 0	10 4	10 0
Burdwan	14 8	14 0	...	...	12 0	12 0	14 10	14 13	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	19 0	100 0	100 0	10 14	10 6
Beerbhoom	16 8	16 8	...	...	13 8	13 8	16 8	16 8	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 8	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	11 0	11 0	15 0	15 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 0	18 0	200 0	200 0	10 10	10 10
Sonthal Pergunnahs	14 0	14 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	21 0	21 0	200 0	200 0	9 8	9 8
Pubna	18 12	18 0	...	...	7 8	7 0	15 6	15 0	...	...	...	...	...	...	...	...	19 0	18 12	...	...	18 12	18 0	200 0	200 0	8 11½	8 11
Bogra	15 15	16 14	...	...	12 0	12 0	15 15	17 4	...	...	...	...	...	...	...	...	16 14	16 14	...	...	...	...	90 0	90 0	9 0	9 3
Rajshahye	16 8	16 8	24 0	21 0	12 12	12 12	14 4	13 11	...	...	...	...	...	...	...	...	22 8	22 8	...	...	19 14	19 8	240 0	240 0	9 0	9 0
Maldah	19 0	18 8	...	...	12 0	12 0	15 0	14 0	...	...	...	...	...	...	...	...	24 0	22 8	...	...	...	...	160 0	120 0	9 0	9 8
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 5	10 5	100 0	100 0	9 6	9 6
Dinagepore	15 0	15 0	15 9	17 0	13 4	13 4	15 8	15 9	...	...	...	...	...	...	...	...	19 3	18 0	...	...	15 0	14 8	168 0	170 0	10 0	10 0
Jalpáiguri	14 0	13 0	16 0	16 0	8 0	8 0	16 0	14 0	...	...	...	...	...	...	...	...	17 0	16 0	...	...	12 0	12 0	200 0	200 0	9 0	9 0
Darjeeling	8 0	10 0	9 8	9 0	5 0	5 0	9 0	9 0	...	...	...	...	10 0	13 0	...	...	10 8	11 0	13 0	11 0	8 0	8 0	120 0	120 0	6 8	8 0
Orissa—																										
Pooree	10 8	10 8	...	...	11 13	13 2	17 1	17 1	...	...	...	...	...	...	...	...	14 6	14 6	...	...	13 2	13 2	80 0	80 0	11 0	11 0
Cuttack	15 12	14 7	...	...	10 8	10 8	17 1	15 12	...	...	...	...	...	...	...	...	14 7	14 7	...	...	22 5	21 0	80 0	80 0	8 0	8 0
Balasore	15 0	15 0	13 0	13 0	12 0	11 0	19 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	10 0	12 0	16 0	20 0	16 0	16 0	20 0	18 0	...	...	...	...	...	...	...	...	16 0	14 0	20 0	20 0	20 0	22 0	240 0	240 0	8 0	8 0
Manbhoom	13 0	14 0	...	...	12 0	12 0	17 0	18 0	...	...	...	...	...	...	...	...	17 0	17 4	...	...	17 0	18 0	200 0	200 0	9 2	9 2
Lohardugga	8 0 to 13 12	8 0 to 14 0	15 0	...	14 0	14 0	16 0 to 19 0	16 0 to 19 0	...	...	...	...	40 0	40 0	...	...	13 8	14 4	16 0	...	14 0 to 18 8	20 0 to 27 0	120 0	120 0	9 0	8 12
Hazáribágh	14 0 to 15 0	14 0 to 16 0	18 0	18 0	9 0	9 0	16 0	16 0	...	...	...	...	28 0	28 0	...	...	16 8	16 8	21 8	22 0	21 0	20 0	320 0	320 0	8 8	8 8

* Re. 1 per 100 cobs.

† Khesari, husked.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1890—*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.	Present fortnight.	Past fortnight.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Ch. S.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Monghyr	18 6	18 6	23 1	22 0	13 2	12 9	15 12	15 12	...	...	...	...	...	...	21 0	14 11	24 2	24 14	23 1	21 0	21 0	21 0	147 0	168 0	9 7	9 15
Gya	15 8	16 0	20 0	22 0	10 0	11 8	15 8	15 8	...	...	...	...	...	...	15 0	15 8	19 0	20 0	...	...	20 0	20 0	200 0	200 0	9 0	9 2
Patna	16 12 to 17 12	16 4 to 17 4	24 8	23 8	10 8	10 8	16 12	16 7	19 0	22 0	...	...	25 0	25 0	18 0	19 0	21 8	21 0	...	...	23 0	22 8	120 0	120 0	10 0	10 0
Shahabad	15 8	16 0	21 0	20 0	8 0	9 0	15 0	14 0	...	16 0	...	...	...	...	...	...	22 0	23 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	18 0	18 0	...	...	15 0	15 0	18 0	17 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	15 0	15 0	130 0	130 0	9 0	9 0
Bhágalpur	17 11	17 11	21 7	21 7	10 11 to 13 0	10 1 to 12 10	13 14 to 17 0	13 14 to 16 6	...	...	...	...	...	...	...	...	23 5	22 11	24 0	22 11	20 3	21 7	126 4	126 4	10 1	10 1
Durbhunga	15 6	15 6	19 12	20 14	12 0	13 0	15 6	15 6	20 14	...	...	...	26 7	24 0	...	...	22 0	22 0	22 0	22 0	20 14	20 14	160 0	180 0	11 0	11 0
Mozufferpore	17 0	17 0	21 0	22 0	11 0	9 0	15 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	19 0	20 0	20 0	21 0	160 0	160 0	10 0	10 0
Sarun	16 4	16 4	21 8	21 4	8 8	8 8	14 0	14 3	...	...	...	...	22 0	22 0	16 0	16 0	21 4	21 4	...	...	21 4	21 4	160 0	160 0	10 0	10 0
Chumparun	17 0	17 0	25 0	23 0	8 0	8 0	14 12	15 0	...	...	...	...	...	...	...	...	22 8	22 0	...	...	21 0	21 0	160 0	160 0	10 0	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 8	13 0	17 0	17 0	7 0	8 0	12 0	13 0	16 0	16 0	16 0	16 0	...	...	12 0	13 0	18 0	19 0	18 0	18 0	22 0	22 0	100 0	100 0	9 8	10 0
Benares	14 14½	14 6	18 2	18 2	9 3	9 12	14 10	14 14½	17 14	18 7	16 4	16 8	...	...	11 12	11 0	19 8	19 0	16 13	17 14	20 10	20 1	120 0	120 0	10 6½	10 6½
Ghazipur	14 2	14 2	18 0	18 0	6 7	6 7	12 14	12 14	20 10	20 10	18 0	18 0	25 4	25 4	19 5	19 5	20 0	20 0	19 5	19 5	20 9	20 9	148 12	148 12	9 10	9 10
Jaunpur	15 0	15 0	21 0	19 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	17 8	18 8	...	...	22 0	23 8	140 0	140 0	8 0	8 8
Allahabad	14 0	13 10	18 0	18 8	7 0	7 0	12 0	11 0	19 0	18 0	16 8	19 0	...	...	...	...	20 8	20 8	21 8	20 0	20 8	23 0	100 0	120 0	9 8	10 0
Central—																										
Bánda	14 2	14 6	18 4	18 4	8 4	8 4	14 4	15 4	20 8	20 8	19 8	19 8	...	...	...	...	20 8	20 12	...	...	18 2	17 12	180 0	180 0	10 2	10 2
Futehpur	15 0	14 12	17 0	17 0	10 8	12 0	13 4	13 0	...	...	...	...	...	...	...	...	18 8	18 0	...	...	26 0	27 0	160 0	160 0	10 12	10 12
Hamirpur	15 8	15 0	16 4	16 0	9 0	9 0	11 0	11 0	18 4	18 0	18 4	18 0	...	...	...	...	21 14	21 4	...	...	25 4	25 0	140 0	140 0	10 4	10 4
Jalaun	16 0	16 0	20 0	20 0	9 0	9 0	10 0	10 0	21 0	21 0	20 0	20 0	15 0	15 0	16 0	16 0	21 0	21 0	18 0	18 0	23 0	23 0	140 0	140 0	10 0	10 0
Cawnpore	15 12	15 8	20 4	20 4	8 12	8 12	13 0	13 0	19 0	19 0	19 0	19 0	...	...	27 0	27 0	20 0	19 12	...	...	24 0	24 0	150 0	150 0	11 12	11 12
Etáwah	16 2	16 2	18 8	18 2	6 0	6 0	14 0	14 0	16 8	16 8	16 8	16 8	24 0	15 0	12 0	12 0	19 4	19 6	20 0	20 0	24 4	24 8	120 0	120 0	11 0	11 0
Farukhabad	14 4	14 8	18 0	18 8	6 0	6 0	9 0	9 0	...	...	...	...	...	...	...	...	20 0	20 8	...	...	22 8	22 8	120 0	120 0	10 8	10 8
Mainpuri	16 4	16 4	18 8	19 0	4 8	4 8	12 0	12 0	12 0	9 0	12 0	11 0	...	...	...	...	19 12	19 12	14 0	13 0	22 8	22 4	160 0	160 0	11 0	11 0
Etah	17 4	17 4	21 4	20 12	6 8	6 8	10 8	11 8	18 4	18 4	11 12	11 12	24 4	24 4	10 4	10 4	24 4	24 4	24 4	24 4	17 4	17 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	15 8	16 4	22 0	26 0	9 0	9 0	11 8	11 8	22 0	24 0	15 0	15 0	30 0	30 0	28 0	28 0	20 0	20 8	26 0	26 0	13 0	13 0	160 0	160 0	10 4	10 4
Jhánsi	16 12	17 1	23 10	24 9	7 12	7 12	12 4	12 4	21 12	22 9	22 4	22 4	...	...	...	...	18 2	18 2	...	...	26 4	26 4	180 0	180 0	10 8	10 8
Agra	15 8	15 0	20 0	19 0	5 0	5 0	9 0	9 0	17 8	17 8	18 0	18 0	...	...	17 0	16 0	20 0	18 12	...	...	16 8	16 0	100 0	100 0	11 8	11 8
Mirtra	15 8	15 8	20 0	19 8	7 8	7 8	12 8	12 8	16 0	16 0	16 0	16 0	...	...	8 0	8 0	20 8	20 0	...	...	23 8	23 8	140 0	140 0	11 8	11 8
Aligarh	16 8	16 8	20 0	21 8	5 4	5 4	9 4	9 4	20 0	20 0	15 0	15 0	...	...	16 0	16 0	19 8	19 4	24 0	24 0	23 0	24 0	120 0	120 0	11 8	11 8
Bulandshahr	17 14	18 0	21 8	21 0	7 0	7 0	11 0	11 0	19 8	19 8	15 0	16 0	...	...	16 0	16 0	20 8	20 8	20 0	20 0	18 8	18 0	120 0	120 0	11 6	11 4
Meerut	17 4	16 12	21 0	20 8	5 8	5 8	13 0	12 0	22 0	20 0	18 0	18 0	14 0	12 0	14 0	12 0	20 0	19 8	22 0	22 0	22 0	22 0	100 0	100 0	11 8	10 0
Submontane—																										
Delhi	15 12	15 10	19 4	19 4	9 2	9 4	15 8	15 8	...	...	...	...	...	...	12 8	13 0	22 2	21 12	...	...	20 8	20 8	140 0	140 0	10 8	10 4
Saháranpur	14 12	14 12	18 1	18 1	8 14	8 14	12 8	12 8	...	...	...	...	...	...	...	...	18 8	18 8	...	...	15 8	15 8	177 8	177 8	9 13	9 13
Ghazipur	15 4	15 4	20 11	20 11	9 0	9 0	14 6	13 15	...	...	...	...	18 0	18 0	12 8	12 9	20 8	21 10	...	...	20 11	21 2	140 0	140 0	9 10	9 10
[illegible]	16 0	16 8	19 0	19 8	8 8	8 8	22 0	25 0	10 0	10 0	...	...	12 0	12 0	8 0	8 0	20 8	22 0	18 0	18 0	18 8	19 0	120 0	120 0	10 0	10 0
[illegible]	16 12	16 12	24 8	23 8	8 8	8 8	15 0	14 8	...	...	...	...	...	...	...	...	22 0	22 0	...	...	24 0	22 8	140 0	140 0	11 0	11 0
[illegible]	15 4	15 0	18 8	19 0	6 0	6 0	13 8	13 8	17 0	13 0	17 0	16 0	...	...	...	...	18 8	19 0	...	...	22 8	23 0	192 0	192 0	11 4	11 4
[illegible]	15 10	16 2	25 8	22 8	12 8	13 0	15 0	15 4	16 4	17 0	...	...	...	...	...	...	21 14	20 10	...	...	...	...	130 0	130 0	10 14	10 14
[illegible]	15 0	14 6	20 8	20 0	7 8	7 8	13 7	12 13	20 0	16 4	16 14	17 8	...	...	17 8	17 8	19 11	18 12	20 10	20 0	21 14	21 4	125 0	125 0	10 10	10 10
[illegible]	15 8	15 4	21 8	21 0	9 0	9 0	13 8	13 8	16 8	16 8	16 8	16 8	...	...	15 8	15 8	19 8	19 8	20 8	20 8	22 0	22 0	150 0	150 0	11 4	11 4
[illegible]	15 0	15 0	23 12	25 0	7 8	7 8	12 8	12 8	16 4	12 8	12 8	16 4	...	...	12 8	12 8	18 12	18 12	22 8	20 0	23 12	25 0	100 0	160 0	10 0	10 0
[illegible]	14 14	15 8	20 4	20 0	11 4	11 8	11 8	11 8	...	18 0	...	...	...	...	...	...	19 2	18 4	...	...	21 6	21 6	135 0	135 0	10 11	10 11
[illegible]gagar	17 15	17 10	19 12	20 5	6 9	6 9	11 9	11 9	18 10	17 10	12 2	12 2	12 2	12 2	8 12	8 13	20 4	20 0	17 10	17 10	13 3	13 2	132 0	132 0	10 12	10 14
[illegible]nagar	16 2	16 2	21 8	21 8	7 8½	7 8½	11 13	11 13	21 8	21 8	17 3	17 3	26 14	26 14	26 14	26 14	20 7	20 7	12 14½	12 14½	19 5½	19 5½	129 0	129 0	11 4½	11 4½
Dehra Dún	15 0	15 0	20 0	20 0	6 0	6 0	10 0	10 0	14 0	14 0	14 0	14 0	18 0	18 0	...	...	17 8	17 8	12 0	12 0	18 0	18 0	160 0	160 0	10 0	10 0
Kumaun	9 0	10 0	12 0	12 0	9 0	9 0	10 0	10 0	...	...	...	...	11 0	11 0	12 0	12 0	11 8	11 8	...	...	10 0†	10 0	120 0	120 0	7 0	7 0
Garhwál	12 8	12 8	16 0	16 0	8 0	8 0	10 0	10 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	15 0	15 6	19 0	19 0	11 0	11 0	12 0	11 8	...	...	...	...	...	...	...	...	19 0	19 12	...	...	14 0	14 4	200 0	200 0	9 8	9 0
Sultanpur	16 0	16 0	20 0	21 0	9 0	9 0	13 0	13 0	20 0	20 0	16 0	16 0	36 0	36 0	20 0	20 0	22 0	24 0	16 0	16 0	22 0	24 0	160 0	160 0	11 0	11 0
Rae-Bareli	15 8	15 12	20 0	20 0	7 0	7 0	13 0	13 0	16 0	16 0	14 0	14 0	22 0	22 0	16 0	16 0	23 0	23 0	18 0	18 0	25 0	25 0	180 0	180 0	10 0	10 0
Unao	15 8	15 8	18 0	18 0	8 0	8 0	13 0	13 0	16 0	16 0	17 0	17 0	...	...	16 0	15 0	21 0	21 8	16 0	16 0	18 0	18 0	160 0	160 0	11 0	11 0
Lucknow	15 8	15 8	20 0	20 0	6 0	6 0	11 8	11 0	16 0	16 0	17 8	17 0	...	...	20 0	22 0	19 0	19 0	16 0	18 0	23 4	23 0	120 0	120 0	10 8	10 8
Hardoi	17 0	17 0	24 0	22 8	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	16 0	16 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	14 12	14 12	19 8	19 12	11 8	11 8	12 8	12 8	13 0	13 0	18 0	18 0	17 0	17 0	16 0	16 0	20 0	20 8	20 0	20 0	21 0	21 8	110 0	110 0	10 0	10 0
Barabanki	15 8	15 8	21 0	22 0	10 0	10 0	11 0	11 0	16 0	17 0	16 0	16 0	24 0	24 0	17 0	17 0	20 8	21 0	16 0	16 0	22 8	23 0	122 0	140 0	10 2	10 12
Gonda	16 14	16 14	22 8	23 8	11 4	14 8	14 12	17 0	17 0	16 4	16 8	20 8	22 8	11 8	12 0	22 12	23 0	20 0	19 8	22 8	23 8	23 8	200 0	200 0	10 12	10 12
Bahraich	17 0	17 0	23 0	24 0	10 0	13 0	13 0	19 0	19 0	...	...	26 0	26 0	...	...	24 0	24 0	20 0	20 0	24 0	24 0	160 0	160 0	10 0	10 8
Sitapur	17 0	17 4	22 8	22 8	8 0	8 0	14 0	18 0	17 0	16 0	18 0	18 0	22 0	21 0	20 0	22 0	22 0	24 0	19 0	18 8	24 4	24 4	160 0	160 0	11 0	10 8
Kheri	17 0	17 0	23 0	23 8	8 0	8 0	13 0	12 0	21 0	20 0	...	...	...	...	8 0	8 0	22 0	24 0	22 8	22 8	26 0	26 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	15 10	16 4	22 8	23 12	6 14	7 8	9 6	9 8	19 6	21 14	14 6	12 8	...	...	...	...	20 10	20 0	20 10	21 4	30 0	25 0	...	...	15 10	15 10
Bánswára	22 8	22 8	20 8	20 0	7 8	7 8	13 12	13 12	...	...	...	...	...	...	...	...	30 0	26 0	32 8	30 0	16 4	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	12 14½	12 14½	17 15½	17 9½	7 13	7 6½	8 3½	8 3½	17 9½	17 3	14 1	14 1	*Nil*	*Nil*	13 4½	13 4½	13 10¾	14 1	17 3	16 12½	10 8½	10 8½	160 0	160 0	8 15½	9 6
Sirohee	13 8½	13 8	20 0	21 0	6 0	7 0	17 0	17 0	17 0	17 0	17 0	16 0	...	...	20 0	20 0	16 0	17 0	17 0	10 8	10 8	10 8	160 0	160 0	11 4	11 0
Erinpura	16 1½	16 0	23 8	23 4	...	8 5	8 0	20 0	20 0	20 0	...	20 0	...	...	...	...	18 1	18 3	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	14 0	14 8	20 0	20 8	4 0	6 0	6 0	...	22 0	16 0	17 0	16 0	...	...	...	...	18 8	19 0	21 0	22 0	...	...	80 0	80 0	12 0	12 0
Abu	13 0	13 0	17 12	17 12	6 8	6 8	7 8	7 8	...	...	16 10	16 10	...	...	...	...	14 8	14 8	16 0	16 0	...	10 8	...	...	11 0	11 0
Kishengurh	14 4	15 4	20 0	21 8	9 0	9 0	10 0	20 4	18 8	16 0	17 8	...	...	...	...	...	18 8	19 0	20 4	18 0	...	...	...	...	13 0	13 0
Boondee	21 8	20 12	27 8	27 0	10 0	10 0	10 8	10 8	27 4	27 0	...	...	...	...	...	...	24 0	23 0	...	20 12	...	10 0	160 0	160 0	10 8	10 8
Kotah	19 0	19 0	27 8	27 8	6 4	7 8	7 8	7 8	27 8	27 8	16 8	16 8	...	...	...	...	25 0	25 0	17 0	17 0	20 0	20 0	240 0	240 0	10 0	10 0
Jhallawar	16 1	16 6½	23 14	23 14	7 13½	7 13½	10 14	10 10	22 7	22 7	16 1	16 1	...	...	14 6½	14 6½	21 7½	21 7½	...	...	10 3	10 3	175 0	175 0	9 6	9 6
Tonk	18 5	17 12	25 12	26 6	9 0	8 8	9 8	9 8	27 12	26 8	...	...	...	...	...	...	24 0	23 8	...	...	...	...	100 0	80 0	10 10	10 8
Jeypore	15 12	16 0	21 8	22 0	4 12	4 12	7 12	7 12	22 0	22 0	18 8	17 12	...	...	15 0	15 0	18·0 to 19 4	17·8 to 19 8	20 0	19 0	24 0	25 0	115 0	115 0	12 0	12 0
Kerowlee	15 10	15 0	20 0	18 12	11 4	11 4	12 8	12 8	20 0	18 12	16 14	16 4	...	...	17 8	17 8	18 2	17 8	...	...	20 0	20 0	210 0	200 0	10 10	10 10
Dholpur	14 13	14 11	18 7	18 0	6 8	7 14	10 10	10 2	18 6	18 5	18 2	17 10	...	...	15 12	15 12	17 15	17 12	...	...	22 15	22 15	90 0	90 0	11 4	11 4
Bhurtpore	16 0	16 0	21 12	21 4	6 11	6 11	9 8	9 8	17 8	17 8	17 0	17 0	...	...	11 0	11 0	19 4	19 12	10 0	10 0	20 0	20 0	240 0	240 0	11 12	11 12
Ulwur	16 0	15 13	20 10	20 5	7 12	7 12	9 6	9 6	21 8	21 8	16 8	16 8	...	...	11 8	11 8	20 8	20 10	21 0	21 1	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	17 12	17 6	26 4	25 8	4 0	7 0	7 0	7 0	25 8	25 4	16 0	16 0	...	...	...	...	23 8	24 0	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	14 15	14 14½	21 0	21 1½	7 8	7 8	8 8	8 8	20 8	20 8	16 0	16 0	...	...	...	...	20 0	19 13¼	21 0	21 0	12 8	12 8	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	15 0	15 0	18 0	23 0	...	12 8	12 8	12 8	...	...	...	...	...	...	...	...	15 0	13 0	22 0	20 0	...	...	§	‖	11 0	11 8
Balmer	12 10	12 10	...	...	5 0	5 0	7 6	7 6	...	...	17 8	17 14	...	...	...	...	9 0	9 0	...	...	...	...	260 0	260 0	13 0	13 0
Anádra	14 8	14 8	20 0	20 0	6 0	8 0	8 0	...	...	...	18 0	18 0	...	...	...	...	15 4	15 4	18 0	18 0	...	10 8	...	...	12 0	12 0
Shahpoora	17 0	17 0	25 0	24 8	9 0	9 0	12 8	12 8	27 0	27 0	21 8	21 0	...	...	...	...	19 8	20 0	24 0	24 8	...	...	160 0	160 0	10 14	11 0
Western—																										
Jodhpore	15 5	15 0	20 0	20 0	6 4	6 4	7 8	7 8	19 6	18 12	17 8	18 2	...	...	...	...	16 14	17 8	20 0	16 4	...	...	...	...	12 13	12 13
Jeysulmere	10 12	11 4	...	...	7 6	7 12	10 4	10 6	16 0	16 6	14 10	14 10	...	...	...	...	12 6	12 6	...	...	...	...	...	...	21 0	21 0
Bickaneer	10 10	11 5	...	...	2 14	2 14	7 0	7 0	...	...	15 11½	16 0	...	...	...	...	12 9	12 13½	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 8	13 8	18 0	8 0	7 0	7 0	8 9	8 9	21 14	21 14	19 3	19 3	‡	...	‡	...	17 2	17 2	30 0	30 0	18 5	18 5	120 0	120 0	10 8	10 8
Neemuch Cantonment	14 4	14 8	23 6	24 9	7 0	7 0	9 8	9 8	22 6	22 3	16 1	16 0	...	...	...	...	17 0	17 11½	23 12	24 0	24 0	24 0	180 0	180 0	11 12	11 12
Bagheikhand (Sutna)	14 10	15 8	20 0	19 8	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	19 0	19 0	...	22 8	21 0	21 0	160 0	160 0	10 8	10 8
Goona	19 0	19 8	20 0	20 0	8 8	8 8	9 0	9 0	...	26 0	...	...	...	...	...	...	22 0	22 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	11 15	12 2	13 6	17 6	6 2	7 4	9 8	8 3	16 7	17 6	14 14	15 1	...	...	11 13	11 5	11 11	11 5	17 11	18 2	12 15	12 7	145 0	135 15	10 4	10 4

* Mutter. † Husked. ‡ Not sold. § One anna per bundle. ‖ Six pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1890—*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	17 0	22 0	21 0	...	...	9 0	9 0	21 0	20 0	21 0	20 0	†	†	†	†	23 0	23 0	19 0	19 0	†	†	120 0	120 0	11 0	11 0
Ferozepore	19 0	19 0	28 0	30 0	...	...	10 0	10 0	22 0	21 0	20 0	20 0	†	†	21 0	20 0	26 0	26 0	21 0	21 0	12 0	12 0	100 0	100 0	13 4	13 4
Montgomery	17 0	17 0	24 0	24 0	...	...	12 0	11 0	16 0	16 0	16 0	16 0	†	†	20 0	20 0	23 0	22 0	16 0	16 0	8 0	8 0	250 0	200 0	12 0	11 0
Central—																										
Gurgaon	17 0	17 0	21 0	21 0	...	...	10 0	10 0	19 0	19 0	19 0	19 0	†	†	†	†	21 0	21 0	19 0	19 0	23 0	23 0	130 0	130 0	11 0	11 0
Delhi	16 0	16 0	21 0	21 0	...	...	13 0	13 0	17 0	18 0	17 0	17 0	†	†	12 0	12 0	20 0	20 0	16 0	15 0	21 0	21 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	21 0	19 0	...	...	10 0	10 0	17 0	18 0	17 0	16 0	†	†	16 0	16 0	21 0	20 0	16 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	24 0	24 0	...	...	11 0	11 0	22 0	22 0	16 0	16 0	20 0	20 0	16 0	16 0	21 0	21 0	24 0	24 0	19 0	19 0	100 0	100 0	9 8	9 8
Lahore	18 0	18 0	25 0	25 0	...	...	11 0	11 0	24 0	19 0	18 0	18 0	†	†	26 0	26 0	23 0	23 0	23 0	20 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	18 0	23 0	24 0	...	...	11 0	12 0	26 0	22 0	18 0	18 0	24 0	24 0	10 0	10 0	23 0	20 0	22 0	22 0	20 0	20 0	140 0	140 0	12 0	13 0
Ludhiána	20 0	20 0	26 0	27 0	...	...	12 0	12 0	26 0	25 0	22 0	21 0	†	†	20 0	20 0	24 0	26 0	25 0	25 0	13 0	14 0	110 0	110 0	12 8	12 0
Jullundur	20 0	20 0	30 0	30 0	...	...	8 0	8 0	22 0	20 0	22 0	18 0	*	*	20 0	20 0	23 0	22 0	28 0	26 0	*	*	110 0	110 0	12 8	12 8
Hoshiárpur	20 0	20 0	28 0	28 0	...	...	10 0	10 0	23 0	22 0	20 0	20 0	12 0	12 0	20 0	20 0	21 0	22 0	24 0	24 0	14 0	14 0	95 0	95 0	13 2	13 2
Gurdáspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	24 0	20 0	14 0	14 0	†	†	12 0	12 0	22 0	23 0	22 0	22 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	20 0	19 0	26 0	29 0	...	...	11 0	10 0	22 0	21 0	16 0	15 0	†	†	19. 0	19 0	25 0	24 0	19 0	19 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	12 0	12 0	15 0	15 0	...	...	8 0	8 0	13 0	13 0	14 0	13 0	17 0	17 0	10 0	10 0	15 0	14 0	14 0	16 0	9 0	9 0	65 0	65 0	8 8	8 0
Kángra	16 0	16 0	23 0	23 0	...	...	12 0	12 0	12 0	12 0	10 0	10 0	20 0	20 0	7 0	6 0	16 0	16 0	18 0	18 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkot	18 0	18 0	28 0	27 0	...	...	13 0	13 0	27 0	25 0	20 0	20 0	†	†	25 0	25 0	22 0	22 0	25 0	23 0	12 0	12 0	120 0	120 0	14 0	14 0
Gujránwála	19 0	19 0	27 0	27 0	...	...	13 0	13 0	24 0	19 0	16 0	16 0	†	†	20 0	16 0	24 0	24 0	27 0	27 0	†	†	105 0	105 0	13 0	13 0
Gujrát	20 0	20 0	30 0	30 0	...	...	11 0	11 0	26 0	26 0	24 0	21 0	†	†	12 0	12 0	23 0	23 0	26 0	24 0	†	†	120 0	120 0	14 0	14 0
Jhelum	22 0	20 0	29 0	30 0	...	...	14 0	12 0	23 0	22 0	25 0	22 0	*	*	*	*	22 0	22 0	27 0	28 0	*	11 0	140 0	130 0	14 0	14 0
Ráwalpindi	19 0	19 0	33 0	31 0	...	...	9 0	9 0	40 0	35 0	28 0	26 0	*	*	16 0	16 0	22 0	22 0	29 0	30 0	30 0	30 0	90 0	85 0	13 8	13 8
Hazára	20 0	22 0	33 0	33 0	...	...	10 0	11 0	‡	‡	‡	‡	†	†	‡	‡	20 0	20 0	36 0	32 0	†	†	100 0	100 0	11 0	11 0
Peshawar	19 0	19 0	37 0	34 0	...	...	10 0	10 0	30 0	25 0	24 0	24 0	†	†	23 0	22 0	19 0	20 0	33 0	31 0	28 0	28 0	105 0	105 0	40 0	41 0
Kohát	22 0	21 0	35 0	33 0	...	...	15 0	15 0	23 0	23 0	32 0	31 0	†	†	†	†	22 0	23 0	34 0	33 0	20 0	20 0	200 0	145 0	60 0	60 0
Western—																										
Shahpur	20 0	20 0	27 0	27 0	...	...	10 0	10 0	25 0	25 0	24 0	23 0	20 0	20 0	20 0	20 0	25 0	25 0	25 0	24 0	*	*	200 0	200 0	13 0	13 0
Jhang	17 0	18 0	26 0	23 0	...	...	9 0	9 0	16 0	14 0	16 0	16 0	20 0	20 0	20 0	20 0	18 0	18 0	14 0	13 0	9 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	27 0	27 0	...	...	12 0	11 0	21 0	21 0	20 0	20 0	†	†	22 0	22 0	20 0	21 0	21 0	21 0	†	†	90 0	90 0	13 0	13 0
Bannu	28 0	27 0	51 0	51 0	...	...	13 0	13 0	50 0	30 0	38 0	30 0	8 0	8 0	8 0	8 0	32 0	32 0	51 0	40 0	15 0	15 0	80 0	80 0	40 0	40 0
D. I. Khan	21 0	21 0	37 0	35 0	...	...	8 0	8 0	28 0	27 0	29 0	26 0	6 0	*	27 0	27 0	*	*	125 0	125 0	42 0	42 0				
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	15 0	16 0	16 0	14 0	16 0	†††	†††	20 0	19 0	†††	†††	110 0	110 0	12 0	12 0				
D. G. Khan	17 0	17 0	23 0	23 0	...	...	8 0	8 0	25 0	25 0	24 0	24 0	†††	†††	20 0	21 0	†††	†††	125 0	125 0	24 0	23 0				
Sind and Baluchistan—																										
Karáchi	12 0	12 0	20 0	20 0	8 0	8 0	10 0	10 0	17 0	17 0	16 0	16 0	‡	‡	‡	‡	15 0 to 16 0	16 0	14 0	14 0	10 0	9 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	12 8	12 8	21 8	19 8	7 8	7 8	9 8	9 8	19 8	19 8	18 8	18 8	...	...	...	...	14 8	15 8	...	...	...	...	160 0	160 0	11 8	11 0
Tatta and Párkar (Umarkot)	15 8	15 8	...	...	13 8	13 8	...	...	15 0	16 8	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Shikárpur	15 0	15 0	20 0	20 0	9 0	9 0	13 0	13 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	11 0	11 0	160 0	160 0	12 0	12 0		
Jacobabad	14 0	14 0	19 8	19 0	7 12	8 10	8 10	22 5	22 5	22 5	22 5	...	...	...	...	...	17 6	17 8	...	...	9 4	10 8	155 0	155 0	11 6	11 7
Upper Sind Frontier	13 8	13 8	19 0	19 0	8 0	8 0	12 0	12 0	25 0	25 8	23 0	23 0	...	...	...	...	17 0	16 12	...	...	10 8	10 0	213 0	213 0	11 0	11 0
Quetta	15 0	14 0	16 0	16 0	5 0	5 0	7 8	7 8	18 0	18 0	14 0	14 0	...	...	...	...	13 10½	13 0	14 0	14 0	...	...	71 0	80 0	8 0	8 0
Kashmir—																										
Kashmir	11 10	11 10	...	...	7 0	7 0	13 0	13 0	17 0	17 0	14 0	14 0	25 10	25 0	...	...	14 0	14 0	...	...	11 8	11 8	213 5	213 5	11 0	11 0
Baramulah	9 14	10 9	...	...	8 9	7 2	11 5	11 5	15 10	14 5	12 4	12 0	17 7	17 10	...	...	14 0	14 0	...	...	13 10	11 9	120 0	120 0	9 11	10 5
Cashia (Alibág)	8 0	8 0	...	...	7 6	7 6	12 0	12 0	...	...	12 5	12 5	...	...	...	...	11 10	11 10	...	...	7 4	7 4	110 0	110 0	12 8	12 8
Bombay	10 11	10 14½	16 4	16 9	7 1	7 1	10 13	10 15	16 14	17 2	13 8	13 7	14 13	14 13	11 9	11 15	14 5	14 5	17 2	17 5	9 5	9 4	...	...	11 3	11 3
Tanna (Salsette)	9 13½	9 13½	...	...	6 7	6 7	8 3	8 3	...	...	13 13	13 13	16 13½	16 13½	...	...	12 5	12 5	...	...	9 13½	9 13½	80 0	80 0	11 7	11 7
Deccan—																										
Dharwar (Hubli)	18 0	18 0	...	...	10 0	10 0	11 0	11 0	21 0	21 0	19 0	19 0	24 0	24 0	...	...	15 0	15 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	16 8	17 0	30 0	30 0	11 0	11 8	12 0	12 8	20 0	21 0	20 8	20 0	22 0	22 0	24 0	24 0	15 0	14 8	...	...	14 0	13 0	70 0	71 0	12 0	12 8
Satara	10 11	10 11	...	...	8 3	8 3	10 0	10 0	13 5	13 5	14 4	14 4	...	...	...	...	14 5	14 5	17 13	17 13	11 0	11 0	116 8	116 8	11 10	11 10
Sholapur	15 0	15 7	...	...	9 4	9 0	9 13	9 7	21 5	19 13	21 9	21 2	...	...	...	...	17 6	18 4	...	...	15 16	15 16	80 0	80 0	11 4	11 4
Bijápur	16 14	16 14	...	...	7 3	7 3	11 5	11 5	18 9	20 5	23 2	23 2	...	...	...	...	17 8	17 8	...	...	11 2	11 2	80 0	80 0	9 12	9 12
Poona (City)	12 10	12 10	13 9	13 9	8 9	8 9	9 13	9 13	17 6	17 6	16 2	16 2	16 6	16 6	...	...	14 15	14 15	...	..	18 0	18 0	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	13 15	13 14	...	...	7 7	7 6	9 1	9 1	19 11	18 13	17 5	18 0	...	...	...	...	17 4	16 15	...	...	26 3	25 11	80 0	80 0	13 5	13 6
Násik	16 9	16 9	...	...	10 8	10 8	11 4	11 4	...	...	18 11	18 11	22 8	22 8	...	...	14 7	14 7	...	...	13 12	12 6	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	14 0	14 0	...	...	7 4	7 4	9 6	9 6	25 11	24 14	21 4	9 15	...	...	...	...	12 13	13 0	...	...	18 12	18 12	106 0	106 0	11 6	11 6
Guserat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	9 0	16 0	16 0	14 0	15 0	...	...	6 0	6 0	12 0	12 0	...	...	15 0	15 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	...	...	20 0	20 0	90 0	90 0	12 12	12 12
Kaira	11 13	11 13	21 5	21 5	7 4	7 4	10 0	10 0	13 10	...	15 4	15 4	18 13	18 13	...	...	15 9	15 9	21 5	21 5	...	...	98 0	98 7	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 0	13 2	6 4½	6 4½	9 2	9 2	14 4½	14 14	13 11½	13 11½	17 2	17 2	...	...	12 0	12 0	...	...	12 0	12 0	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	13 0	21 0	20 0	6 0	6 8	8 0	8 0	16 0	16 0	16 0	16 0	...	...	...	...	14 0	15 0	...	...	11 8	11 8	80 0	80 0	13 8	13 8
Panch Máháls (Godhra)	11 2	11 2	...	...	9 2	9 2	10 4	10 4	17 4	17 4	18 2	18 2	24 4	24 4	...	...	16 0	16 0	26 4	26 4	9 4	9 4	160 0	160 0	13 0	13 0
Deesa Cantonment	14 0	14 0	...	...	6 0	6 0	8 0	8 0	14 8	14 14	16 0	16 4	...	...	...	...	16 11	16 4	...	...	13 0	13 0	150 0	150 0	11 8	11 8
Kattywar—																										
Rájkot	14 12	14 0	...	...	6 0	6 0	8 0	8 0	16 14	16 8	14 0	13 8	...	...	...	...	14 8	15 0	...	...	8 0	8 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	24 13	22 9	...	...	...	...	...	...	15 2	15 2	...	...	10 11	11 10	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	12 12	...	...	9 0	9 0	10 8	10 8	22 0	23 0	22 0	22 0	...	...	16 0	16 0	14 8	14 8	...	...	14 0	13 4	160 0	160 0	8 0	8 0
Hoshangabad	15 8	14 8	...	...	8 0	8 0	10 0	10 0	22 0	22 0	...	...	...	...	...	...	20 0	22 0	...	...	18 0	18 0	140 0	144 0	9 0	9 0
Betúl	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 12	...	...	13 1	13 1	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 1	28 13	...	...	...	...	...	...	17 9	17 9	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	16 4	16 14	...	...	8 7	7 13	9 6	8 12	21 4	19 11	...	...	...	...	...	...	19 11	17 8	...	...	16 4	16 4	110 0	110 0	9 13	9 13
Wardha	17 2	17 2	...	...	8 0	8 0	11 7	11 7	26 11	24 0	...	...	...	...	...	...	17 2	17 2	...	...	21 13	...	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	15 12	15 12	...	...	9 3	9 3	12 10	12 10	...	...	...	...	...	...	...	...	19 12	22 0	...	...	22 4	22 4	120 0	120 0	9 2	9 2
Saugor	13 12	13 12	...	...	8 8	8 8	9 7	9 7	...	...	...	...	...	...	...	...	15 15	16 8	...	...	17 1	17 1	140 0	140 0	9 2	8 15
Damoh	18 4	18 4	...	...	11 10	11 10	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 4	16 0	...	...	9 8	10 0	12 4	12 0	18 0	16 8	...	...	...	...	...	...	21 0	20 0	...	...	14 0	13 8	110 0	110 0	9 0	9 0
Mandla	21 0	21 0	...	...	12 0	12 0	15 0	16 0	...	...	...	...	...	...	...	...	30 0	30 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Seoni	19 8	19 8	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	19 8	19 8	...	...	15 7	15 7	200 0	200 0	9 2	9 2
Bálághát	19 11	19 11	...	...	13 2	13 2	16 9	16 9	...	...	...	...	...	...	...	...	20 6	20 6	...	...	18 12	18 12	136 0	136 0	8 0	8 0
Bhandára	18 12	18 12	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	20 0	20 0	...	...	17 8	17 8	180 0	180 0	9 0	9 2
Chánda	15 0	15 0	...	...	...	...	11 13	11 13	18 0	18 0	...	...	...	...	...	...	19 3	19 3	...	..	18 0	18 0	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	22 7	22 7	...	...	13 8	13 1	18 0	18 0	...	...	...	...	...	...	...	...	20 2	20 2	...	...	30 0	29 9	100 0	100 0	8 0	8 0
Raipur	21 14	21 14	...	...	10 6	10 6	16 8	16 8	...	...	...	...	...	...	...	...	21 5	21 5	...	...	25 8	25 8	80 0	80 0	10 13	10 13
Sambalpur	19 4	17 8	...	...	14 0	14 0	19 4	20 2	...	...	...	...	...	...	...	...	13 8	13 8	...	...	14 0	13 0	120 0	140 0	7 14	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	24 0	24 0	22 0	22 0	...	...	...	...	16 0	16 0	...	...	14 0	14 0			9 0	9 0
Básim	16 6	16 5	...	...	8 1	8 1	10 5	10 5	21 13	21 10	20 0	20 0	...	...	...	...	16 10	16 10	...	...	17 0	16 5			9 5	9 8
Akola	14 0	14 0	...	...	7 0	7 0	8 0	8 0	21 0	21 0	16 0	16 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0	§	§	10 8	8 8
Ellichpur	14 8	14 8	...	...	6 0	6 0	7 0	7 0	19 0	19 0	14 0	14 0	...	...	...	...	13 12	13 12	...	...	18 0	18 0			9 8	9 8
Amráoti	15 3	14 14	...	...	7 0	7 0	9 0	9 0	22 6	21 12	16 0	16 0	...	...	...	...	15 0	14 8	...	...	16 0	16 0			9 0	9 0
Wún	15 8	16 0	...	...	8 0	8 0	10 0	10 0	23 0	24 0	...	...	...	...	...	...	16 0	18 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	6 15	6 15	9 13	9 13	17 12	17 4	...	...	...	...	...	...	15 15	15 15	...	...	20 11	20 1	120 0	120 0	9 2	9 0
Boláram	13 4	13 6	...	...	7 4	7 1	9 6	9 5	18 12	18 10	...	...	...	...	...	...	17 5	17 5	...	...	...	...	116 14	116 14	9 7	9 7
Chadarghat	12 0	12 8	...	...	7 4	7 4	10 8	10 8	19 0	19 0	19 0	19 0	...	...	...	...	16 9	16 9	...	...	...	...	120 0	120 0	9 4	9 4

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1890—*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*).		Ragi or Mahua (*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	9 0	9 0	...	...	10 2	10 2	10 8	10 8	*	*	*	*	21 14	22 10	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	9 2	9 2	...	...	11 2	11 2	12 13	13 13	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	126 6	126 6	13 5	13 5
South, central—																										
Coimbatore	11 8	11 8	...	...	11 5	11 5	11 13	11 13	18 11	18 11	19 14	19 14	24 10	24 10	...	...	...	...	...	...	...	...	133 11	133 11	12 3	12 3
Nilgiris	9 14	10 11	...	...	8 13	9 3	8 13	9 10	20 0	20 0	15 6	16 13	18 11	20 3	...	...	...	...	...	...	...	...	274 3	274 3	9 3	9 3
Salem	10 3	10 3	...	...	11 3	11 3	13 3	13 3	21 6	23 3	24 10	23 0	27 6	27 6	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	16 5	17 5	...	...	12 5	12 5	13 3	13 3	27 13	27 13	23 8	23 8	29 2	29 2	...	...	...	...	...	...	...	...	97 2	97 3	11 14	11 14
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	29 6	29 6	22 10	22 10	31 0	31 0	...	...	...	...	...	...	...	...	97 2	97 3	11 14	11 14
Cuddapah	14 5	14 5	...	...	11 10	10 11	12 14	12 0	24 14	21 5	*	25 6	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 3	12 3
Kurnool	13 5	13 5	...	...	10 11	10 5	11 2	10 11	25 0	24 5	23 13	23 2	*	*	...	...	...	...	...	...	...	...	138 14	108 0	11 11	11 5
East Coast, north—																										
Ganjam	8 14	8 14	...	...	13 0	12 0	14 0	13 0	*	*	*	*	22 13	22 13	...	...	...	...	...	...	...	...	145 13	145 13	10 11	10 11
Vizagapatam	12 0	12 0	...	...	10 2	10 2	11 5	11 5	24 13	24 13	25 11	25 11	25 5	24 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	10 13	10 6	...	...	12 14	13 14	14 0	14 14	23 0	23 0	22 14	26 6	29 2	29 2	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	13 3	13 3	16 14	16 14	*	*	26 13	26 13	...	...	...	...	...	...	...	...	145 13	145 13	12 10	12 10
Nellore	11 8	11 8	...	...	11 11	11 11	13 5	13 5	23 3	23 3	24 6	24 6	26 14	26 14	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 5	10 5	...	...	10 13	11 0	11 6	11 10	18 8	18 8	16 8	16 13	24 8	24 13	...	...	...	...	...	...	...	...	102 2	102 2	13 2	13 2
Chingleput	*	*	...	...	10 8	10 8	11 5	11 5	*	*	*	*	21 14	21 14	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	9 6	10 5	10 5	11 5	23 11	24 10	21 8	22 5	26 0	27 6	...	...	...	...	...	...	...	...	160 10	160 10	11 5	11 5
S. Arcot	8 10	8 10	...	...	10 14	10 14	11 6	11 6	*	*	18 8	16 14	20 11	20 11	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	10 6	10 6	*	*	*	17 8	18 14	18 14	19 10	19 10	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	10 10	9 14	...	...	10 2	9 11	10 8	10 3	18 3	*	16 8	15 3	20 5	20 5	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	9 3	9 3	...	...	9 2	8 13	9 10	9 3	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	14 13	14 13
Madura	10 2	10 2	...	...	9 11	9 11	10 2	10 2	16 3	17 13	14 11	16 3	20 3	21 11	...	...	...	...	...	...	...	...	140 14	140 14	13 10	13 10
Mysore—																										
Mysore	11 4	11 8	10 0	10 8	8 12	9 0	10 0	10 4	32 0	40 0	...	16 8	26 0	30 0	...	...	11 0	11 0	...	...	16 8	16 8	84 0	84 0	8 4	9 0
Bangalore	12 4	11 5	10 5	10 8	8 4	8 8	9 0	9 8	21 8	21 10	...	...	25 0	27 8	...	...	10 8	10 8	...	...	17 0	16 10	72 0	72 0	9 0	9 0
Kolar	...	...	9 12	9 0	10 0	10 0	11 4	12 0	...	...	...	...	34 0	36 0	...	...	9 12	10 0	...	...	14 8	15 0	132 0	144 0	9 0	9 0
Tumkúr	12 0	12 0	11 0	11 0	10 0	10 0	11 0	11 0	...	...	...	...	32 0	32 0	...	...	11 0	11 0	...	...	16 0	16 0	340 0	340 0	8 0	8 0
Hassan	...	...	11 0	11 0	10 8	10 8	12 0	12 0	...	...	...	...	36 0	36 0	...	...	10 0	10 0	...	...	13 0	13 0	72 0	72 0	8 0	8 0
Kadur	12 0	12 0	12 0	13 0	11 0	11 0	16 0	15 0	...	...	...	...	32 0	36 0	...	...	11 0	12 0	...	...	10 0	10 0	240 0	240 0	7 0	8 0
Shimoga	13 10	13 11	...	...	10 8	11 9	14 11	14 3	25 3	31 8	...	...	33 10	34 11	...	...	12 10	11 9	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldroog	13 0	13 0	14 0	14 0	10 0	10 0	12 0	12 0	28 0	32 0	24 0	24 0	40 0	40 0	50 0	50 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	10 8	10 8	12 0	12 0	...	...	...	...	37 0	37 0	...	...	13 8	14 0	...	...	...	...	110 0	110 0	8 8	9 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.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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

Comparative Returns of Traffic on the Canals in Bengal for the half-years ended 31st March 1890 and 1889, and whole years 1889-90 and 1888-89.

GOVERNMENT

PUBLIC WORKS

CIVIL WORKS—

COMPARATIVE RETURNS OF TRAFFIC ON THE CANALS IN BENGAL FOR THE HALF

GOVERNMENT OF BENGAL, PUBLIC WORKS

MAJOR WORKS AND MINOR

Comparative Return of Traffic carried on the Orissa Canals

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding of previous	
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.
1	2	3	4	5	6	7	8	9	10	11	12	13
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.
TOLLAGE.							Grain	7,719½	10,437½	18,157	8,845½	3,256½
Boats (private and Government)	4,064	45,806	47,142	5,211	45,530	40,781	Cotton	78½	79½	158	1½	27½
		2,483					Oilseeds	341	727½	1,068½	315½	690½
Rafts							Salt	269½	1,188	1,457½	215	911
CARRYING OPERATIONS.							Piece-goods	139	206	345	6½	90½
Boating (Government)	...	7,181	7,181	...	6,053	6,053	Metal	11	...	11	2	...
Fines and sundries	...	35	35	...	...	...	Building materials	593	11,695	12,288	545½	15,314
TOTAL	4,064	55,505	54,358	5,211	51,583	46,834	Miscellaneous	4,266	3,587½	7,853½	3,739½	4,560
Taldunda Canal System	5	1,941	1,912	34	3,238	3,125	Fuel	957 (C. ft.)	741½ (C. ft.)	1,698½ (C. ft.)	983 C. ft.)	387 (C. ft.)
Kendrapara Canal System	3,897	38,779	37,666	5,010	34,937	30,512	Timber in rafts	72,636	93,642 (No.)	166,278 (No.)	7,056 (No.)	27,462 (No.)
High Level Canal, Range I	133	12,662	12,028	167	10,196	9,985		... (C. ft.)	548 (C. ft.)	548 (C. ft.)	6,548	9,086
Ditto, Range II	27	1,955	1,982	...	2,136	2,136	Bamboos	2,700	120,094 (No.)	122,794 (No.)	1,450	610,770
Ditto, Range III	2	649	651	...	977	977		...	194,830	194,830		
Jajepore Canal	...	119	119	Nil	99	99		Tons. 14,374½ C. ft.	Tons. 28,662½ C. ft.	Tons. 43,037 C. ft.	Tons. 14,654 C. ft.	Tons. 25,237 C. ft.
TOTAL	4,064	55,505	54,358	5,211	51,583	46,834	TOTAL	75,336 No.	213,736 No.	289,072 No.	... No.	... No.
								...	195,378	195,378	7,998	619,856

CALCUTTA,

The 30th July 1890.

OF INDIA.

DEPARTMENT.

Irrigation.

YEARS ENDED 31st MARCH 1890 AND 1889, AND WHOLE YEARS 1889-90 AND 1888-89.

DEPARTMENT, IRRIGATION BRANCH.

WORKS AND NAVIGATION.

for the half-years ending 31st March 1890 and 1889.

Period year.	Total.	Tonnage.											Ton-mileage.												Value of goods.												Number of passengers.											
		1889-90.					1888-89.						1889-90.					1888-89.							1889-90.					1888-89.							1889-90.					1888-89.					
		Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.
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	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
12,102	11,837	87,279	20,602	12,436½	4,346	823	22,940	62,039	17,671	12,179	5,483½	633	219,224	3,700,526	519,520	134,797	31,330	4,930	332,679	1,924,550	249,822	138,576	63,018	5,545	50,075	21,91,110	4,20,800	1,57,094	49,726	33,024	59,378	19,49,990	3,02,800	1,73,777	2,13,035	24,003	3,054	34,494	363	2,978½	2,932	440	6,397	36,650	140	3,617	2,764½	20
29																																															
1,006																																															
1,126																																															
97																																															
2																																															
15,859½																																															
8,299½																																															
1,370 C. ft.																																															
34,518 No.																																															
15,634																																															
612,220																																															
	Tons. 39,891 C. ft. 34,518 No. 627,854	137,323½					120,945½						4,610,347						2,714,190						29,02,429						27,22,983						44,261½						49,588½					

G. A. G. SHAWE,

Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Midnapore Canal for the half-years ending 31st March 1890 and 1889.

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.							Grain . .	31,894	2,266	34,160	40,058	2,600	42,658								
Boats (private and Government).	4,500	67,188	68,614	4,614	87,935	82,051	Cotton . .	2	11	13	...	22	22								
Rafts . .		1,540					Oilseeds .	1,806	355	2,161	359	482	841								
							Salt . .	...	4,151	4,151	...	5,775	5,775								
							Piece-goods .	21	385	406	59	283	342								
Carrying operations.							Metal . .	528	479	1,007	84	116	200								
Boating (Government) .	...	...	...	...	...	...	Building materials . .	1,795	53	1,848	1,305	71	1,376	204,608	239,421	4,279,204	5,155,247	71,31,579	60,36,601	80,838	98,398
Fines and sundries	...	...	...	...	...	...	Miscellaneous	4,173	3,638	7,811	4,912	3,352	8,264								
							Fuel . .	524	1,200	1,724	413	925	1,338								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber in rafts	109,919	1,297	111,216	149,348	1,146	150,494								
							Bamboos .	11,538	675	12,213	9,382	250	9,632								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
								40,743	12,538	53,281	47,190	13,626	60,816								
Total .	4,500	68,728	68,614	4,614	87,935	82,051	Total .	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	204,608	239 421	4,279,204	5,155,247	71,31,579	60,36,601	80,838	98,398
								121,457	1,972	123,429	158,730	1,396	160,126								

Calcutta,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Hidgellee Tidal Canal for the half-years ending 31st March 1890 and 1889.

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.							Grain . .	8,932	553	9,485	13,617	25	13,642								
Boats (private and Government).	1,745	11,274	12,538	678	24,191	22,681	Cotton . .	...	...	...	...	...	...								
Rafts . . .		197					Oilseeds .	11	31	42	...	...	...								
							Salt . .	...	555	555	...	1,469	1,469								
Carrying operations.							Piece-goods .	...	13	13	...	139	139								
Boating (Government).	...	...	...	...	...	...	Metal . .	18	15	33	22	34	56								
Fines and sundries .	...	...	...	...	...	...	Building materials.	115	339	454	457	201	658	40,903	65,469	644,158	1,121,342	9,49,511	12,73,348	9,926	20,074
							Miscellaneous	2,001	1,028	3,029	3,170	1,993	5,163								
							Fuel . .	62	445	507	357	859	1,216								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber, in rafts	2,412	6,576	8,988	2,638	20,893	23,531								
							Bamboos .	50	900	950	1 900	6,025	7,925								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
								11,139	2,979	14,118	17,623	4,720	22,343								
Total .	1,745	11,471	12,538	678	24,191	22,681	Total .	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	40,903	65,469	644,158	1,121,342	9,49,511	12,73,348	9,926	20,074
								2,462	7,476	9,938	4,538	26,918	31,456								

Calcutta,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Sone Canals

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.		
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.
1	2	3	4	5	6	7	8	9	10	11
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.
Tollage.										
Boats (private and Government)	910	18,161	22,748	444	21,890	20,616	Grain	245	2,347	2,592
Rafts		4,121					Cotton	10	2	12
Carrying operations.							Oilseeds	10	2,600	2,610
Boating (Government)	...	...	...	...	...	...	Salt	1,807	...	1,807
Fines and sundries	...	...	...	...	...	...	Piece-goods	951	39	990
							Metal	100	9	109
Total	910	22,282	22,748	444	21,890	20,616	Building materials	372	1,948	2,320
							Miscellaneous	1,472	8,073	9,545
Patna Canal System	421	9,929	10,134	216	10,545	9,410	Fuel (in boats)	449	191	640
Arrah Canal System	435	8,547	8,754	228	7,480	7,380	Fuel (in rafts)	...	664	664
Buxar Canal System	54	3,806	3,860	...	3,865	3,826	Timber (in boats)	270	114	384
							Timber (in rafts)	...	1,914	1,914
							Bamboos in boats	408	1,850	2,258
							Bullahs and fire-wood (in rafts)	...	7,316	7,316
Total	910	22,282	22,748	444	21,890	20,616	Total	6,094	27,067	33,161

Calcutta,
The 30th July 1890.

for the half-years ending 31st March 1890 and 1889.

Corresponding period of previous year.			Tonnage.						Ton-mileage.						Value of goods.						Number of passengers.					
			1889-90.			1888-89.			1889-90.			1888-89.			1889-90.			1888-89.			1889-90.			1888-89.		
Up.	Down.	Total.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.
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
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	₹	₹	₹	₹	No.	No.	No.	No.	No.	No.
57	2,486	2,543																								
21	2	23																								
29	2,374	2,403																								
2,003	7	2,010																								
1,206	58	1,264																								
46	15	61																								
513	1,047	1,560																								
867	5,995	6,862	16,586	19,279	11,355	16,900	14,859	10,238	1,115,171	844,924	190,118	1,180,292	641,891	143,732	8,12,806	12,00,828	3,80,116	8,81,181	10,23,803	3,71,167	4,448½	10,281	6,933½	4,012½	11,267	7,134½
443	285	728																								
4	166	170																								
286	383	669																								
8	2,432	2,440																								
491	1,860	2,351																								
58	7,560	7,618																								
6,032	24,670	30,702	47,220			41,997			2,150,213			1,965,915			23,93,750			22,76,151			21,663			22,414		

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Circular and Eastern Canals and Tolly's Nullah for the half-years ending 31st March 1890 and 1889.

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.																					
Boats (private and Government).	1,075	3,13,150	3,13,764	716	3,68,857	3,65,899	Grain .	166,374	136	166,510	214,970	42	215,012								
Rafts . .		255					Cotton .	485	...	485	193	...	193								
							Oilseeds .	1,994	107	2,101	3,056	...	3,056								
Carrying operations.							Salt . .	5,545	39,689	45,234	5,792	39,428	45,220								
							Piece-goods	...	...	...	...	...	...								
							Metal .	782	184	966	577	245	822								
Boating (Government).	...	...	...	...	..	...	Building materials.	40,357	1,203	41,560	52,569	866	53,435	1,570,499	1,755,847	14,317,968	15,922,644	4,59,95,663	4,95,33,600	41,194	33,980
							Miscellaneous.	171,948	11,903	183,851	178,434	8,803	187,237								
Fines and sundries	...	...	...	...	...	...	Fuel . .	76,363	18,401	94,764	94,571	19,269	113,840								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber in rafts.	27,647	1,894	29,541	9,912	2,775	12,687								
							Bamboos .	2,364	...	2,364	3,035	...	3,035								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	1,075	3,13,405	3,13,764	716	3,68,857	3,65,899	Total .	463,848	71,623	535,471	550,162	68,653	618,815	1,570,499	1,755,847	14,317,968	15,922,644	4 59,95,663	4,95,33,600	41,194	33,980
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
								30,011	1,894	31,905	12,947	2,775	15,722								

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Nuddea Rivers for the half-years ending 31st March 1890 and 1889.

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.																					
Boats (private and Government).	6,558	66,961	75,285	195	76,835	76,306	Grain .	8,046·50	21,803	29,849·50	3,816	32,744	36,560								
Rafts . .		1,961					Cotton .	...	...	...	...	17	17								
							Oilseeds .	50	6,135·50	6,185·50	116	8,173	8,289								
Carrying operations.							Salt . .	14,214	223	14,437	18,422	9	18,431								
							Piece-goods	...	...	...	3	1	4								
Boating (Government).	...	...	...	...	...	...	Metal .	493·69	88·25	581·94	545	128	673								
Fines and sundries	...	...	...	...	...	...	Building materials.	1,178	162·63	1,340·63	1,756	652	2,408	280,846½	315,232	.....	.....	1,30,70,379	1,52,48,959	52,209	32,205
							Miscellaneous.	14,969·72	41,650·36	56,620·08	13,780	46,759	60,539								
							Fuel . .	5,532·80	770·37	6,303·17	4,325	801	5,126								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							Timber in rafts.	3,820	112,902	116,722	3,133	25,046	28,179								
							Bamboos .	487	30,775	31,262	760	29,550	30,310								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	6,558	68,922	75,285	195	76,835	76,306	Total .	44,484·71	70,833·11	115,317·82	42,763	89,284	132,047	280,846½	315,232	...	...	1,30,70,379	1,52,48,959	52,209	32,205
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
								4307	143,677	147,984	3,893	54,596	58,489								

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Orissa Coast Canal for the half-years ending 31st March 1890 and 1889.

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Tollage.	*R*	*R*	*R*	*R*	*R*	*R*		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	*R*	*R*	No	No.
Boats (private and Government), Rafts	5,138	33,911 / 369	33,963	5,455	41,715	36,749	Grain	12,344	1,671	14,015	15,119	1,468	16,587								
							Cotton	4	...	4	...	3	3								
							Oilseeds	121	...	121	36	...	36								
Carrying operations.							Salt	1	1,144	1,145	6	1,133	1,139								
							Piece-goods	...	170	170	...	113	113								
Boating (Government).	...	...	...	...	...	...	Metal	2	12	14	11	20	31	65,071	68,538	1,927,199	1,929,009	12,85,711	12,04,416	28,478	27,263
Fines and sundries	...	...	...	...	...	...	Building materials	277	329	606	181	267	448								
							Miscellaneous	2,150	2,573	4,723	1,506	1,815	3,321								
							Fuel	86	867	953	211	927	1,138								
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C ft								
							Timber in rafts	10,236	1,235	11,471	7,787	321	8,108								
							Bamboos	3,205	1,587	4,792	4,330	5,632	9,962								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total	5,138	34,280	33,963	5,455	41,715	36,749	Total	14,985	6,766	21,751	17,070	5,746	22,816	65,071	68,538	1,927,199	1,929,009	12,85,711	12,04,416	28,478	27,263
								C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
								13,441	2,822	16,263	12,117	5,953	18,070								

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Returns of Traffic for the years 1889-90 and 1888-89.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRNACH.
MAJOR WORKS AND MINOR WORKS AND NAVIGATIONS.

Comparative Return of Traffic carried on the Orissa Canals for the years ending 31st March 1890 and 1889.

	Demands.				Corresponding period of previous year.		Nature of cargo.	1889-90.			1888-89.	
	Balance from previous year.	For current year.	Collections during current year.	Balance uncollected.	Demands.	Collections.		Up.	Down.	Total.	Up.	Down.
1	2	3	4	5	6	7	8	9	10	11	12	13
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.
Tollage.												
Boats (private and Government)	4,749	74,578	77,113	5,211	75,002	70,253	Grain	15,467	14,151½	29,618½	14,801	7,685
Rafts		2,997					Cotton	78½	128½	207	1½	55½
							Oilseeds	572	1,012½	1,584½	401½	1,350
Carrying operations.							Salt	476	2,162	2,638	371½	1,741½
Boating (Government)	...	10,602	10,602	...	8,065	8,065	Piece-goods	139	237	376	24½	428½
Fines and sundries	...	66	66	...	...	...	Metal	11	5	16	2	...
Total	4,749	88,243	87,781	5,211	83,067	78,318	Building materials	1,041	21,820	22,861	1,037½	22,200½
							Miscellaneous	7,855	6,417½	14,272½	7,276½	7,538½
Taldunda Canal System	113	4,346	4,425	34	4,423	4,310	Fuel	1,246	949	2,195	1,640	386
Kendrapara Canal System	4,425	60,040	59,455	5,010	58,630	54,205	Timber in rafts	No. 1,795	No. 2,537	No. 4,332	c. ft. 7,056	c. ft. 27,462
High Level Canal, Range I	211	18,876	18,920	167	14,922	14,711		c. ft. 72,636	c. ft. 117,132	c. ft. 189,768	No. 6,715	No. 18,315
,, Range II	...	3,432	3,432	...	3,393	3,393	Bamboos	No. 20,265	No. 415,938	No. 436,203	1,600	754,600
,, Range III	...	1,386	1,386	...	1,600	1,600		c. ft. 2,700	c. ft. 120,469	c. ft. 123,169	...	...
Jajpore Canal	...	163	163	...	99	99		Tons. 26,885½	Tons. 46,883	Tons. 73,768½	Tons. 25,556	Tons. 41,585½
Total	4,749	88,243	87,781	5,211	83,067	78,318	Total	c. ft. 75,336	c. ft. 237,601	c. ft. 312,937	c. ft. 7,056	c. ft. 27,462
								No. 22,060	No. 418,475	No. 440,535	No. 8,315	No. 771,099

	Tonnage.												Ton-mileage.												Value of goods.												Number of passengers.											
	1889-90.						1888-89.						1889-90.						1888-89.						1889-90.						1888-89.						1889-90.						1888-89.					
Total.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.	Taldunda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajepore Canal.
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	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
22,486																																															
57																																															
1,751½																																															
2,113																																															
453																																															
2																																															
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14,[illegible]																																															
2,225																																															
c. ft.																																															
34,518																																															
[illegible]																																															
[illegible]																																															
Tons. 64,[illegible] c. ft. 34,518 No. 779,434	301,740½		189,595				6,810,642		4,307,130				48,68,255		47,40,957				82,472		68,243																											

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Midnapur Canal for the years ending 31st March 1890 and 1889.

	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of cargo.	1889-90.			1888-89.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.	₹	₹	₹	₹	₹	₹	Grain .	70,756	6,613	77,369	67,388	6,665	74,053								
Boats (private and Government.)	5,884	1,41,156	1,45,363	4,614	1,52,644	1,46,760	Cotton .	13	14	27	26	45	71								
Rafts . .		2,937					Oilseeds .	2,429	1,602	4,031	1,214	1,674	2,888								
							Salt . .	...	12,635	12,635	...	16,244	16,244								
							Piece-goods	90	618	708	78	300	378								
Carrying operations.							Metal . .	815	1,024	1,839	506	870	1,376								
							Building Materials.	3,539	349	3,888	3,158	308	3,466	462,418	470,806	9,131,796	9,326,566	1,45,12,442	1,31,70,269	176,226	167,259
Boating (Government).	...	...	...	...	...	...	Miscellaneous.	11,482	10,066	21,548	12,859	9,693	22,552								
							Fuel . .	1,293	3,000	4,293	1,331	2,592	3,923								
Fines and sundries .	...	...	...	...	...	...		c. ft	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
							Timber in rafts.	184,796	1,740	186,536	165,377	3,271	168,648								
							Bamboos .	14,538	775	15,313	17,597	430	18,027								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	5,884	1,44,093	1,45,363	4,614	1,52,644	1,46,760	Total .	90,417	35,921	126,338	86,560	38,391	124,951	462,418	470,806	9,131,796	9,326,566	1,45,12,442	1,31,70,269	176,226	167,259
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
								199,334	2,515	201,849	182,974	3,701	186,675								

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secretary to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Hidgellee Tidal Canal for the years ending 31st March 1890 and 1889.

	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous yerr.		Nature of cargo.	1889-90.			1888-89.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90	1888-89.	1889 90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.	₹	₹	₹	₹	₹	₹	Grain . .	25,571	761	26,332	37,551	48	37,599								
Boats (private and Government).	1,510	39,251	40,291	678	55,420	53,910	Cotton . .	...	2	2	...	...	...								
Rafts . . .		208					Oilseeds .	50	75	125	48	4	52								
							Salt . .	...	2,833	2,833	...	4,515	4,515								
Carrying operations.							Piece-goods .	...	229	229	...	388	388								
Boating (Government).	...	...	...	...	...	...	Metal . .	54	39	93	22	69	91								
							Building Materials.	331	471	802	500	357	857	124,605	165,635	2,241,902	3,149,539	27,29,720	33,01,123	30,222	34,032
Fines and sundries	...	...	...	...	...	...	Miscellaneous	7,328	4,724	12,052	6,964	5,766	12,730								
							Fuel . .	144	977	1,121	441	1,280	1,721								
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
							Timber in rafts	2,619	6,886	9,505	3,473	2 1,619	25,092								
							Bamboos .	1,550	1,030	2,580	1,900	6,325	8,225								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	1,510	39.459	40,291	678	55,420	53.910	Total .	33,478	10,111	43,589	45,526	12,427	57,953	124,605	165,635	2,241,902	3,149,539	27,29,720	33,01,123	30,222	34,032
								c ft.	c ft.	c. ft.	c. ft.	c. ft.	c. ft.								
								4,169	7,916	12,085	5,373	27,944	33,317								

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Government of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Sone Canals for the years ending 31st March 1890 and 1889.

	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of cargo.	1889-90.		
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.
1	2	3	4	5	6	7	8	9	10	11
Tollage.	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.
Boats (private and Government) .	1,274	42,196	51,145	444	53,435	52,161	Grain . . .	587	10,078	10,665
Rafts		8,119					Cotton . . .	31	2	33
							Oilseeds . .	67	6,847	6,914
							Salt . . .	3,468	1	3,469
							Piece-goods . .	1,811	132	1,943
Carrying operations.							Metal . . .	169	39	208
Boating (Government) . .	...	...	...	...	...	...	Building Materials .	1,396	3,401	4,797
Fines and sundries . . .	...	...	...	...	...	...	Miscellaneous .	3,673	12,856	16,529
							Fuel . In boats	757	366	1,123
							Fuel . In rafts	...	664	664
Total .	1,274	50,315	51,145	444	53,435	52,161	Timber . In boats	311	354	665
							Timber . In rafts	...	3,779	3,779
							Bamboos . In boats	607	2,553	3,160
							Bamboos . In rafts	8	6,100	6,108
							Bamboos . Bamboos	...	3,743	3,743
							Bamboos . Bullahs	...	3,213	3,213
							Bamboos . Fire-wood.	...	3,175	3,175
Patna Canal System . . .	1,135	24,271	25,190	216	26,011	24,876				
Arrah Canal System . . .	100	18,565	18,437	228	18,505	18,405				
Buxar Canal System . . .	39	7,479	7,518	...	8,919	8,880				
Total .	1,274	50,315	51,145	444	53,435	52,161	Total .	12,885	57,303	70,188

1888-89.			Tonnage.						Ton-mileage.						Value of goods.						Number of passengers.					
			1889-90.			1888-89.			1889-90.			1888-89.			1889-90.			1888-89.			1889-90.			1888-89.		
Up.	Down.	Total.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.
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
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	₹	₹	₹	₹	No.	No.	No.	No.	No.	No.
834	12,719	13,553																								
45	4	49																								
87	6,972	7,059																								
3,788	148	3,936																								
2,295	208	2,503																								
146	29	175																								
1,597	3,113	4,710																								
2,824	11,835	14,659	39,618	41,120	23,652	41,482	38,819	26,487	2,625,699	1,805,682	347,734	2,717,021	1,728,727	496,878	19,06,409	23,40,599	6,89,556	24,00,611	21,22,613	12,80,805	7,98½	22,733	14,625	7,148½	19,781	13,706
600	634	1,234																								
498	4,486	4,984																								
899	18,567	19,464																								
13,611	58,715	72,326	104,390			106,788			4,779,115			4,942,626			49,36,564			58,04,029			45,339½			40,635½		

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Circular and Eastern Canals and Tolly's Nullah for the years ending 31st March 1890 and 1889.

	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of cargo.	1889-90.			1888-89.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.							Grain .	225,403	2,655	228,058	327,264	81	327,345								
Boats (private and Government).	2,958	4,81,967	4,84,521	716	5,70,941	5,67,983	Cotton .	690	...	690	717	...	717								
Rafts . .		312					Oilseeds .	13,899	168	14,067	9,882	89	9,971								
							Salt . .	14,268	62,606	76,874	12,832	65,340	78,172								
							Piece-goods	9	...	9	...	...	...								
							Metal .	959	257	1,216	668	344	1,012								
Carrying operations.							Building Materials.	76,782	2,053	78,835	91,229	1,305	92,534	2,450,059	2,801,978	21,928,203	25,130,694	6,68,99,053	7,11,54,835	58,297	52,937
Boating (Government).	...	...	...	..	...	...	Miscellaneous.	237,390	17,215	254,605	242,319	12,873	255,192								
Fines and sundries	...	...	...	...	...	...	Fuel . .	145,289	22,982	168,271	162,354	24,702	187,056								
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
							Timber in rafts.	31,075	5,066	36,141	10,502	20,782	31,284								
							Bamboos .	8,426	...	8,426	10,970	...	10,970								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	2,958	4,82,279	4,84,521	716	5,70,941	5,67,983	Total .	714,689	107,936	822,625	847,265	104,734	951,999	2,450,059	2,801,978	21,928,203	25,130,694	6,68,99,053	7,11,54,835	58,297	52,937
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
								39,501	5,066	44,567	21,472	20,782	42,254								

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Nuddea Rivers for the years ending 31st March 1890 and 1889.

	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of cargo.	1889-90.			1888-89.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Tollage.							Grain .	10,173·50	74,373	84,546·50	6,711	100,383	107,094								
Boats (private and Government).	529	1,83,410	1,86,317	195	1,92,549	1,92,020	Cotton .	9	98	77	...	19	19								
Rafts . .		2,573					Oilseeds .	187	32,680·50	32,867·50	599	29,932	30,531								
							Salt . .	33,467	940	34,407	39,824	675	40,499								
Carrying operations.							Piece-goods	22	5	27	27	2	29								
Boating (Government).	...	...	...	...	...	...	Metal .	1,008·69	196·25	1,204·94	1,457	254	1,711	792,453½	839,502	.....	.....	3,59,73,315	3,67,98,548	74,990	50,555
							Building Materials.	3,084	1,257·63	4,341·63	2,782	1,554	4,336								
							Miscellaneous.	46,772·72	117,660·36	164,433·08	44,654	131,104	175,758								
Fines and sundries	...	...	...	...	...	...	Fuel . .	12,750·8	1,312·37	14,063·17	13,507	1,287	14,794								
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
							Timber in rafts.	6,723	155,983	162 706	5,949	49,744	55,693								
							Bamboos .	776	51,077	51,853	1,536	56,358	57,894								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
Total .	529	1,85,983	1,86,317	195	1,92,549	1,92,020	Total .	107,474·71	228,493·11	335,967·82	109,561	265,210	374,771	792,453½	839,502	.....	.....	3,59,73,315	3,67,98,548	74,990	50,555
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
								7,499 *	207,060	214,559	7,485	106,102	113,587								

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

Comparative Return of Traffic carried on the Orissa Coast Canal for the years ending 31st March 1890 and 1889.

	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of cargo.	1889-90.			1888-89.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Tollage.	₹	₹	₹	₹	₹	₹		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	₹	₹	No.	No.
Boats (private and Government).	4,965	62,771	62,742	5,455	69,976	65,010	Grain . .	21,576	2,541	24,117	32,414	2,692	35,106	117,190	141,221	3,567,947	3,801,951	24,01,510	23,63,569	58,149	52,670
Rafts . . .		461					Cotton . .	11	...	11	...	7	7								
Carrying operations.							Oilseeds .	172	1	173	154	...	154								
							Salt . .	19	2,176	2,195	10	2,583	2,593								
Boating (Government).	...	...	...	...	...	...	Piece-goods .	1	290	291	...	217	217								
							Metal . .	3	34	37	11	24	35								
							Building Materials.	353	725	1,078	207	338	545								
Fines and sundries	...	...	...	...	..	...	Miscellaneous	3,069	5,077	8,146	2,007	4,222	6,229								
							Fuel . .	138	1,206	1,344	564	1,265	1,829								
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
							Timber in rafts	12,877	1,235	14,112	8,678	2,037	10,715								
							Bamboos .	4,160	3,960	8,120	7,562	8,072	15,634								
								Tons.	Tons.	Tons.	Tons.	Tons.	Tons.								
							Total .	25,342	12,050	37,392	35,367	11,348	46,715								
								c. ft.	c. ft.	c. ft.	c. ft.	c. ft.	c. ft.								
Total .	4,965	63,232	62,742	5,455	69,976	65,010		17,037	5,195	22,232	16,240	10,109	26,349	117,190	141,221	3,567,947	3,801,951	24,01,510	23,63,569	58,149	52,670

CALCUTTA,
The 30th July 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal, P. W. Dept.

SUPPLEMENT TO

The Gazette of India.

No. 38.] CALCUTTA, SATURDAY, SEPTEMBER 20, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 3	9 3	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	11 13	11 4	13 4	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14⅜	17 14⅜
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 3	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 13	12 14	12 14	...	...	...	...	...	...	...	...	11 2	11 2	20 8	27 5	...	...	143 0	143 0	14 3	14 3
Rangoon	7 6	7 6	...	...	9 4	10 3	10 3	11 2	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	11 11	10 8	12 5	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	13 11	11 8	16 6	14 4	...	...	...	...	...	...	...	...	10 14	11 7	...	...	...	...	216 11	203 0	15 4	14 0
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	11 7	11 7	13 4	13 5	...	...	...	...	...	...	...	...	11 7	11 7	...	15 0	8 2	8 2	450 0	450 0	14 6	15 0
Henzada	...	...	...	...	10 9	10 6	10 9	10 6	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 5	12 10	13 15	13 15	...	...	...	...	...	...	...	...	11 14	11 14	...	...	9 6	9 6	193 3	193 3	18 14	14 3
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	13 6	13 6	...	...	10 12	10 12	13 13	13 13	...	...	...	...	...	...	...	...	12 12	12 12	32 3	32 3	...	...	326 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	10 0	10 5	...	...	10 5	9 8	11 10	10 5	...	...	...	...	...	...	...	...	10 0	10 6	25 2	30 10	8 15	9 10	60 0	65 0	16 0	16 14
Arakan—																										
Sandoway	...	...	...	...	20 9	21 9	27 0	28 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 0	12 0
Kyaukpyu	...	...	...	...	16 9	15 14	18 1	17 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	333 0	333 0	13 8	13 8
Akyab	...	...	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	120 0	120 0	11 0	11 0
Assam—																										
Surma—																										
Sylhet	13 4	11 8	...	...	10 10	11 8	12 4	13 12	...	...	...	...	...	...	...	...	14 8	13 0	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	8 12	9 4	...	...	8 0	10 8	10 0	12 8	...	...	...	...	...	...	...	...	13 0	13 5½	...	...	...	...	80 0	80 0	9 8	9 6⅜
Khási and Jaintiá Hills	...	...	...	...	6 8	6 0	8 0	7 0	...	...	...	...	...	...	...	...	9 0	9 8	16 0	16 0	...	...	100 0	100 0	7 0	7 0
Gáro Hills	...	...	...	...	6 0	6 0	10 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	18 0	18 0	80 0	80 0	9 0	9 0
Kámrup	10 0	10 0	...	...	7 0	7 0	15 0	14 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	160 0	160 0	9 8	9 8
Darrang	7 0	7 0	...	...	10 8	10 8	12 8	12 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	150 0	9 8	9 8
Nowgong	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	9 0	9 0
Sibságar	...	...	...	...	6 0	6 0	13 0	14 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	140 0	120 0	9 8	9 8
Lakhimpur	9 0	9 0	...	...	6 8	6 8	12 0	11 0	...	...	...	...	...	...	...	...	12 0	11 8	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6½	11 6½	12 5	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	14 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	8 0	9 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	60 0	60 0	4 4	4 4
Eastern—																										
Backergunge	...	...	...	...	11 14	11 14	13 5	16 0	...	...	...	...	...	...	...	...	15 4	14 8	...	...	12 13*	12 12*	100 0	100 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	...	...	11 0	12 0	14 12	15 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	110 0	110 0	10 0	9 0
Tipperah	14 8⅛	14 0	...	...	8 14	8 14	13 5	13 14½	...	...	...	...	...	...	...	...	9 2⅞	9 2⅞	...	...	6 6¾	6 6¾	...	...	9 6¾	9 6¾
Dacca	12 0	13 0	13 0	14 0	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	11 1¼	12 0	90 0	90 0	9 8	9 8
Mymensingh	11 8	11 4	...	...	11 0	10 4	13 8	13 6	...	...	...	...	...	...	...	...	14 0	14 0	...	...	13 0	10 0	...	...	9 8	9 8
Deltaic—																										
Khoolna	...	...	...	...	11 3	12 4	13 1	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	160 0	8 8	9 0
24-Pergunnahs	15 0	15 0	18 0	18 0	8 0	8 0	13 4	13 12	...	...	...	...	...	...	7 0	7 0	21 0	20 8	...	...	18 0	17 0	100 0	100 0	10 4	10 0
Midnapore	11 0	12 0	...	...	13 0	13 0	15 8	16 4	...	...	...	...	...	...	...	...	17 0	15 8	...	...	12 0	12 4	120 0	120 0	10 8	10 2
Howrah	...	...	...	...	9 0	11 4	13 4	13 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 0	13 4	100 0	100 0	10 0	10 0
Calcutta	13 8	13 6	17 8	17 8	9 2	9 10	13 8	13 9	18 7	19 3	12 7	13 4	...	...	8 0	8 6	18 1	17 9	19 10	19 5	16 5	16 8	92 8	92 8	10 7	10 7
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 13	15 10	20 0	20 0	11 6	11 5	13 0	12 12	...	...	...	...	...	...	...	...	21 5¼	21 5¼	...	...	19 6	19 0	...	...	9 13	9 13
Jessore	13 4	13 4	...	...	11 0	11 0	14 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	15 0	15 0	20 0	20 0	10 0	10 0	14 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	15 8	15 0	20 0	20 0	16 0	15 0	19 0	18 0	...	...	...	...	...	...	...	...	17 0	17 0	26 0	26 0	18 0	19 0	240 0	240 0	10 4	10 4
Burdwan	14 8	14 8	...	...	12 0	12 0	15 9	14 10	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	100 0	100 0	10 14	10 14
Beerbhoom	16 8	16 8	...	...	13 8	13 8	16 8	16 8	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 0	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 12	16 0	...	...	10 0	11 0	14 8	15 0	...	...	...	...	...	...	...	...	23 8	21 0	...	...	17 12	18 0	120 0	200 0	11 4	10 10
Sonthal Pergunnahs	13 0	14 0	...	...	13 0	13 0	17 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	21 0	21 0	200 0	200 0	9 0	9 8
Pubna	18 0	18 12	...	...	7 2	7 8	15 6	15 6	...	...	...	...	...	...	...	...	18 0	19 0	...	...	17 4	18 12	200 0	200 0	8 11½	8 11½
Bogra	15 12	15 15	...	...	12 0	12 0	15 12	15 15	...	...	...	...	...	...	...	...	16 8	16 14	...	...	...	...	90 0	90 0	9 0	9 0
Rajshahye	15 0	16 8	22 8	24 0	12 0	12 12	14 4	14 4	...	...	...	...	...	...	...	...	21 12	22 8	...	...	19 1	19 14	240 0	240 0	9 0	9 0
Maldah	18 8	19 0	...	...	9 0	12 0	15 8	15 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	...	...	120 0	160 0	9 8	9 0
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 5	10 5	100 0	100 0	9 6	9 6
Dinagepore	13 12	15 0	21 5	15 9	12 0	13 4	15 8	15 8	...	...	...	...	...	...	...	...	19 0	19 3	...	...	15 0	15 0	160 0	168 0	10 0	10 0
Jalpáiguri	13 0	14 0	16 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	12 0	12 0	200 0	200 0	9 0	9 0
Darjeeling	8 0	8 0	10 0	9 8	5 0	5 0	11 0	9 0	...	...	...	...	13 0	10 0	...	...	11 0	10 8	18 0	13 0	8 0	8 0	120 0	120 0	6 8	6 8
Orissa—																										
Pooree	10 8	10 8	...	...	13 12	11 13	18 8	17 1	...	...	...	...	...	...	...	...	14 6	14 6	...	...	13 2	13 2	80 0	80 0	10 0	11 0
Cuttack	15 12	15 12	...	...	10 8	10 8	18 6	17 1	...	...	...	...	...	...	...	...	14 7	14 7	...	...	22 5	22 5	80 0	80 0	9 0	8 0
Balasore	15 0	15 0	13 0	13 0	12 0	12 0	18 0	19 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	12 0	10 0	20 0	16 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	20 0	21 0	20 0	320 0	240 0	8 0	8 0
Manbhoom	13 5	13 0	...	...	12 0	12 0	18 0	17 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	17 0	17 0	200 0	200 0	9 2	9 2
Lohardugga	13 4	8 0 to 16 0	15 0	14 8	14 0	18 0 to 20 0	16 0 to 19 0	...	...	...	...	40 0	40 0	...	...	14 0	13 8	...	16 0	16 0 to 18 0	14 0 to 18 8	120 0	120 0	9 0	9 0
Hazáribágh	14 0	13 12 / 14 0 to 15 0	18 0	18 0	9 0	9 0	16 0	16 0	...	...	...	29 0	28 0	...	...	17 0	16 8	22 0	21 8	21 8	21 0	240 0	320 0	8 0	8 8

* Khesari, husked.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1890 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, brst sort. Present fortnight.	Rice, brst 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.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Monghyr	17 13	18 6	21 0	23 1	11 8	13 2	14 11	15 12	...	...	...	...	...	...	16 12	21 0	24 2	24 2	24 2	23 1	19 15	21 0	147 0	147 0	10 3	9 7
Gya	15 0	15 8	20 0	20 0	11 0	10 0	15 0	15 8	...	...	...	...	...	...	15 0	15 0	18 12	19 0	...	...	20 0	20 0	200 0	200 0	9 0	9 0
Patna	15 12 to 16 12	16 12 to 17 12	21 8	24 8	10 8	10 8	15 12	16 12	22 0	19 0	...	...	25 0	25 0	19 0	18 0	20 0	21 8	30 0	...	22 0	23 0	120 0	120 0	10 0	10 0
Shahabad	16 0	15 8	21 0	21 0	8 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Benar, north—																										
Purneah	18 0	18 0	...	...	15 0 to 10 1	15 0 to 10 11	17 0 to 13 14	18 0 to 13 14	...	...	...	...	...	...	...	...	23 0	23 0	...	...	15 0	15 0	130 0	130 0	9 0	9 0
Bhágalpur	17 11	17 11	22 11	21 7	12 10	13 0	16 6	17 0	...	...	...	...	...	...	...	...	22 11	23 5	27 12	24 0	20 3	20 3	125 §	126 4	10 1	10 1
Durbhunga	16 8	15 6	19 12	19 12	11 0	12 0	16 8	15 6	...	20 14	...	...	25 4	26 7	...	...	22 0	22 0	20 14	22 0	19 12	20 14	160 0	160 0	11 0	11 0
Mozufferpore	17 0	17 0	20 0	21 0	11 0	11 0	14 0	15 0	...	...	...	...	...	...	...	...	18 0	20 0	19 0	19 0	19 0	20 0	160 0	160 0	10 0	10 0
Sarun	15 8	16 4	19 0	21 8	8 8	8 8	13 0	14 0	...	...	...	...	21 0	22 0	15 0	16 0	19 6	21 4	...	...	20 4	21 4	120 0	120 0	10 0	10 0
Chumparun	17 0	17 0	22 0	25 0	8 0	8 0	16 0	14 12	...	...	...	...	...	...	...	...	22 8	22 8	...	...	21 0	21 0	160 0	160 0	10 0	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	13 8	17 0	17 0	8 0	7 0	12 0	12 0	16 0	16 0	16 0	16 0	...	...	12 0	12 0	19 0	18 0	18 0	18 0	22 0	22 0	100 0	100 0	10 0	9 8
Benares	14 1½	14 14½	17 14	18 2	8 15	9 3	14 1½	14 10	18 2	17 14	16 4	16 4	...	...	13 0	11 12	18 7	19 8	17 5½	16 13	19 8	20 10	120 0	120 0	10 6½	10 6½
Ghazipur	14 3	14 2	18 0	18 0	7 1	6 7	12 14	12 14	18 0	20 10	16 12	18 0	25 12	25 4	19 5	19 5	19 5	20 0	18 0	19 5	20 10	20 9	120 9	148 12	9 10	9 10
Jaunpur	14 8	15 0	17 8	21 0	7 0	7 0	10 0	11 0	..	...	...	...	...	...	...	...	17 8	17 8	...	...	22 0	22 0	140 0	140 0	8 0	8 0
Allahabad	13 4	14 0	19 4	18 0	7 8	7 0	12 4	12 0	19 0	19 0	17 0	16 8	...	...	19 8	...	19 4	20 8	..	21 8	20 4	20 8	120 0	100 0	10 0	9 8
Central—																										
Bánda	14 8	14 2	19 8	18 4	8 2	8 4	14 4	14 4	20 4	20 8	18 8	19 8	...	...	...	...	19 4	20 8	...	...	17 12	18 2	180 0	180 0	9 14	10 2
Futehpur	14 12	15 0	16 0	17 0	10 12	10 8	13 4	13 4	...	...	...	...	...	...	...	...	21 8	21 14	...	...	23 8	25 4	140 0	140 0	10 4	10 4
Hamírpur	15 0	15 8	16 4	16 4	9 0	9 0	11 0	11 0	16 4	18 4	16 4	18 4	...	...	...	...	21 0	21 0	18 0	18 0	23 0	23 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	21 0	21 0	20 0	20 0	15 0	15 0	16 0	16 0	20 2	20 0	...	...	24 0	24 0	150 0	150 0	11 12	11 12
Cawnpore	16 0	15 12	20 8	20 4	9 0	8 12	13 0	13 0	18 0	19 0	21 0	19 0	...	...	27 0	27 0	19 4	19 4	19 0	20 0	24 0	24 4	120 0	120 0	11 0	11 0
Etáwah	15 8	16 2	17 14	18 8	6 0	6 0	14 0	14 0	15 12	16 8	15 12	16 8	14 0	24 0	12 0	12 0	18 8	20 0	...	...	19 0	22 8	120 0	120 0	10 8	10 8
Farukhabad	14 0	14 4	17 12	18 0	6 0	6 0	9 0	9 0	...	...	...	...	...	...	...	...	20 0	19 12	14 0	14 0	22 8	22 8	160 0	160 0	11 0	11 0
Mainpuri	15 12	16 4	18 4	18 8	4 8	4 8	12 0	12 0	14 0	12 0	12 0	12 0	...	...	...	...	23 4	24 4	23 4	24 4	19 4	17 4	160 0	160 0	11 0	11 0
Etah	17 4	17 4	19 12	21 4	6 8	6 8	10 8	10 8	17 4	18 4	11 12	11 12	24 4	24 4	10 12	10 4	23 4	24 4	23 4	24 4	19 4	17 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	15 8	15 8	22 0	22 0	9 0	9 0	11 8	11 8	22 0	22 0	15 0	15 0	30 0	30 0	28 0	28 0	20 0	20 0	26 0	26 0	13 0	13 0	160 0	160 0	10 4	10 4
Jhánsi	16 9	16 12	24 13	23 10	7 12	7 12	12 4	12 4	21 12	21 12	22 4	22 4	...	...	...	...	19 1	18 2	...	...	...	20 4	180 0	180 0	10 8	10 8
Agra	15 8	15 8	20 0	20 0	5 0	5 0	9 0	9 0	17 8	17 8	18 8	18 0	...	...	17 0	17 0	19 12	20 0	...	...	17 0	16 8	100 0	100 0	11 8	11 8
Muttra	15 8	15 8	20 0	20 0	7 8	7 8	12 8	12 8	16 0	16 0	16 0	16 0	...	...	8 0	8 0	21 8	20 8	...	...	25 0	23 8	120 0	140 0	11 12	11 8
Aligarh	16 12	16 8	19 12	20 0	5 4	5 4	9 6	9 4	20 0	20 0	15 4	15 0	...	...	16 0	16 0	20 4	20 8	20 0	20 0	17 0	18 8	120 0	120 0	11 6	11 6
Bulandshahr	17 12	17 14	21 4	21 8	7 0	7 0	11 0	11 0	20 0	19 8	16 0	15 0	...	...	...	...	20 0	20 0	22 0	22 0	22 0	22 0	100 0	100 0	11 8	11 8
Meerut	17 4	17 4	21 0	21 0	5 8	5 8	12 0	13 0	22 0	22 0	18 0	18 0	14 0	14 0	14 0	14 0	20 0	20 0	22 0	22 0	22 0	22 0	100 0	100 0	11 8	11 8
Sub-montane—																										
Ballia	15 12	15 12	20 8	19 4	9 9	9 2	15 8	15 8	...	...	...	...	...	...	...	12 8	21 14	22 2	...	...	20 8	20 8	140 0	140 0	10 8	10 8
Azamgarh	14 12	14 12	[illegible] 7	18 1	10 5	8 14	11 13	12 8	...	...	...	...	...	...	...	...	19 3	18 8	...	...	14 12	15 8	177 8	177 8	9 13	9 13
Gorakhpur	15 4	15 4	[illegible] 0	20 11	9 0	9 0	13 8	14 6	...	...	...	...	18 0	18 0	13 8	12 8	18 0	21 10	...	...	18 7	20 11	140 0	140 0	9 10	9 10
Basti	15 4	16 0	[illegible] 0	19 0	9 0	8 8	21 0	22 0	10 0	10 0	...	...	12 0	12 0	8 0	8 0	17 8	20 8	...	18 0	17 0	18 8	120 0	120 0	10 0	10 0
Ghazipur	16 0	16 12	[illegible] 8	24 8	8 8	8 8	15 0	15 0	...	...	...	...	...	...	...	...	20 8	22 0	...	...	21 8	24 0	140 0	140 0	12 6	11 0
Balliá	14 4	15 4	[illegible] 8	18 8	7 0	6 0	13 8	13 8	14 0	17 0	12 0	17 0	...	...	...	...	18 0	18 8	...	...	20 8	22 8	192 0	192 0	11 4	11 4
Mirzápur	15 10	15 10	25 0	25 8	13 12	12 8	16 4	15 0	16 4	16 4	...	...	...	...	...	...	21 14	21 14	...	...	...	...	130 0	130 0	10 14	10 4
[illegible]	14 14	15 0	20 0	19 11	7 8	7 8	12 13	13 7	16 4	20 0	14 6	16 14	...	...	16 4	17 8	18 12	19 11	13 6	20 10	20 15	21 14	125 0	125 0	10 10	10 10
[illegible]	15 8	15 8	21 0	23 12	7 8	7 8	12 8	13 8	16 8	16 8	16 8	16 8	...	...	15 8	15 8	19 8	19 8	20 8	20 8	22 0	22 0	150 0	150 0	11 4	11 4
[illegible]	15 0	15 0	20 8	23 12	7 8	7 8	12 8	12 8	17 8	16 4	12 8	12 8	...	...	15 8	12 8	18 12	18 12	22 8	22 8	23 12	23 12	120 0	100 0	10 0	10 0
[illegible]	15 8	14 14	20 4	20 4	10 11	11 4	11 13	11 8	...	...	...	...	...	...	...	...	19 11	19 2	...	...	...	20 4	135 0	135 0	10 11	10 11
[illegible]	18 1	17 15	22 12	19 12	6 9	6 9	11 9	11 9	19 12	18 10	12 2	12 2	12 2	12 2	8 12	8 12	20 14	20 4	17 10	17 10	13 3	13 3	132 0	132 0	10 12	10 12
[illegible]	16 15	16 2	21 8	21 8	8 9	7 8½	10 12	11 13	22 9	21 8	17 3	17 3	26 14	26 14	26 14	26 14	21 0	20 7	23 10½	12 14½	15 1	19 5½	129 8	129 0	11 4	11 4½
[illegible]	14 8	15 0	20 0	20 0	8 0	7 0	10 0	10 0	16 0	14 0	14 0	14 0	18 0	18 0	...	...	17 8	17 8	18 0	12 0	18 0	18 0	160 0	160 0	10 0	10 0
[illegible]	9 0	9 0	11 0	12 0	8 0	8 0	10 0	10 0	...	...	...	...	12 0	11 0	13 0	12 0	10 0	10 0	...	...	8 0*	10 0*	160 0	120 0	7 0	7 0
[illegible]	12 8	12 8	16 0	16 0	8 0	8 0	10 0	10 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	15 0	15 0	19 5	19 0	11 10	11 0	12 10	12 0	...	...	...	...	...	...	...	...	19 5	19 0	...	...	14 10	14 0	180 0	200 0	9 8	9 8
Sultanpur	16 0	16 0	19 0	20 0	9 0	9 0	13 0	13 0	20 0	20 0	16 0	16 0	36 0	36 0	20 0	20 0	19 0	22 0	16 0	16 0	24 0	24 0	160 0	160 0	11 0	11 0
Rae-Bareli	15 12	15 8	19 0	20 0	7 0	7 0	13 0	13 0	15 8	16 0	14 0	14 0	22 0	22 0	16 0	16 0	23 0	23 0	16 0	16 0	25 0	25 0	180 0	180 0	10 0	10 0
Unao	14 8	15 8	17 0	18 0	8 0	8 0	13 0	13 0	...	16 0	17 0	17 0	...	...	21 0	16 0	18 8	21 0	16 0	16 0	17 0	18 0	160 0	160 0	11 0	11 0
Lucknow	15 8	15 8	19 8	20 0	6 0	6 0	11 8	11 8	16 0	16 0	17 0	17 0	...	...	21 0	20 0	18 8	19 0	16 0	16 0	23 0	23 4	120 0	120 0	10 8	10 8
Hardoi	17 0	17 0	21 0	24 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	20 0	22 0	...	...	14 0	16 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	14 4	14 12	19 4	19 8	11 0	11 8	12 4	12 8	13 0	13 0	18 0	18 0	17 0	17 0	16 0	16 0	17 14	20 0	19 8	20 0	20 0	21 0	110 0	110 0	10 0	10 0
Barabanki	15 0	15 8	21 0	22 0	10 0	10 0	14 0	14 8	16 0	16 0	16 0	16 0	24 0	24 0	17 0	17 0	19 8	20 8	16 0	16 0	22 8	22 8	140 0	122 0	10 12	10 2
Gonda	17 1	16 14	22 8	22 8	11 4	10 4	14 13	14 8	17 0	17 0	16 4	16 4	20 8	20 8	14 12	11 8	20 4	22 12	20 4	20 0	20 8	22 8	200 0	200 0	10 12	10 12
Behraich	17 0	17 0	23 0	23 0	10 0	10 0	13 0	13 0	18 0	19 0	...	...	25 0	26 0	...	...	22 0	24 0	19 0	20 0	24 0	24 0	160 0	160 0	10 0	10 0
Sitapur	16 4	17 0	21 8	22 8	8 0	8 0	12 0	13 0	19 0	18 0	16 0	16 0	22 0	18 0	18 0	21 0	21 0	22 0	23 0	19 0	23 4	24 4	160 0	160 0	11 0	10 8
Kheri	17 0	17 0	23 0	23 0	8 0	8 0	12 0	13 0	...	21 0	...	...	...	...	...	8 0	22 0	22 0	...	22 8	26 0	26 0	140 0	140 0	10 0	10 8
Rajputana—																										
Eastern—																										
Partábgarh	15 10	15 10	23 12	22 8	6 14	6 14	8 12	9 6	21 14	19 6	13 12	14 6	...	...	...	...	21 4	20 10	21 4	20 10	28 2	30 0	...	...	15 10	15 10
Bánswára	23 12	22 8	25 0	20 8	8 9	7 8	13 12	13 12	...	...	...	...	...	...	...	...	31 4	30 0	37 8	32 8	17 8	16 4	...	...	10 10	10 0
Meywar (Oodeypore)	13 4½	12 14½	19 2½	17 15½	7 13	7 13	8 9½	8 3½	18 12	17 9½	14 1	14 1	*Nil*	*Nil*	13 4½	13 4½	14 1	13 10½	17 3	17 3	10 2½	10 8½	160 0	160 0	9 9	8 15¾
Sirohee	13 8	13 8	20 0	20 0	6 0	6 0	7 8	7 0	17 0	17 0	17 0	17 0	...	...	20 0	20 0	16 0	16 0	17 0	17 0	10 0	10 8	160 0	160 0	11 8	11 4
Erinpura	16 1½	16 1½	23 8	23 8	...	...	8 5	7 8	20 0	20 0	20 0	20 0	...	...	...	...	18 1	18 1	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	15 0	14 0	21 0	20 0	4 0	4 0	6 5	6 0	...	...	18 0	18 0	...	...	...	...	19 0	18 8	21 0	21 0	...	...	80 0	80 0	12 0	12 0
Abu	13 4	13 0	17 12	17 12	6 4	6 8	7 8	7 8	20 0	...	16 0	16 0	...	...	...	...	19 8	14 8	16 0	16 0	10 8	...	...	...	11 0	11 0
Kishengurh	14 12	14 4	21 0	20 0	9 0	9 0	10 0	10 0	21 0	20 4	16 0	16 0	...	...	...	...	19 8	18 8	19 12	20 4	...	...	...	...	13 0	13 0
Boondee	21 8	21 8	28 8	27 8	10 8	10 0	11 0	11 0	23 1	22 7	16 1	16 1	...	...	...	...	23 0	24 0	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	19 0	19 0	27 8	27 8	6 4	6 4	7 8	7 8	27 8	27 8	16 8	16 8	...	...	...	...	25 0	25 0	17 0	17 0	20 0	20 0	240 0	240 0	10 0	10 0
Jhallawar	16 6½	16 1	24 14	23 14	7 13½	7 13½	10 10	10 14	23 1	22 7	16 1	16 1	...	...	...	...	22 7	21 7½	...	...	10 3	10 3	175 0	175 0	9 2½	9 6
Tonk	18 15	18 5	26 4	25 12	8 10	9 0	9 11	9 8	27 4	27 12	...	...	...	...	...	...	24 5	24 0	...	...	...	...	100 0	100 0	10 4	10 10
Jeypore	15 12	15 12	21 8	21 8	4 12	4 12	8 0	7 12	22 0	22 0	18 8	18 8	...	...	15 0	15 0	18-8 to 19 0	18-0 to 19 4	20 8	20 0	24 0	24 0	110 0	115 0	12 0	12 0
Kerowlee	16 4	15 10	21 4	20 0	10 0	11 4	11 4	12 8	21 4	20 0	16 14	16 14	...	...	15 0	17 8	17 8	18 2	...	...	23 12	20 0	200 0	210 0	10 10	10 10
Dholpur	15 12	14 13	19 4	18 7	8 4	6 8	10 7	10 10	18 14	18 6	18 13	18 2	...	...	15 12	15 12	18 8	17 15	...	...	25 10	22 15	90 0	90 0	11 4	11 4
Bhurtpore	16 8	16 0	22 8	21 12	7 12	6 11	9 6	9 2	9 8	18 0	17 8	17 8	...	...	12 0	11 0	19 8	19 4	20 0	10 0	22 0	20 0	200 0	240 0	11 12	11 12
Ulwur	16 6	16 0	21 12	20 10	7 12	7 12	9 6	9 6	21 8	21 8	16 8	16 8	...	...	11 8	11 8	20 8	20 8	21 0	21 0	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	17 10	17 12	26 8	26 4	4 0	4 0	7 8	7 0	25 8	25 8	16 0	16 0	...	...	...	...	23 12	23 8	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	13 0	14 15	20 13½	21 0	7 8	7 8	8 8	8 0	20 8	20 8	16 0	16 0	...	...	...	...	19 9½	20 0	21 0	21 0	12 8	12 8	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	15 0	15 0	18 0	18 0	...	...	12 0	12 8	...	...	...	...	...	...	...	...	14 0	15 0	22 0	22 0	...	...	§	‡	11 0	11 0
Balmer	12 10	12 10	...	...	5 0	5 0	7 6	7 6	...	..	17 14	17 8	...	...	...	...	9 0	9 0	..	...	...	...	260 0	260 0	13 0	13 0
Anádra	15 0	14 8	20 0	20 0	6 0	6 0	8 0	7 6	...	...	18 0	18 0	...	...	...	...	15 0	15 4	18 0	18 0	10 8	...	...	...	12 0	12 0
Shahpoora	17 0	17 0	26 0	25 0	9 0	9 0	12 0	12 8	27 4	27 0	20 8	21 8	...	...	...	...	20 0	19 8	25 12	24 0	...	...	160 0	160 0	10 12	10 14
Western—																										
Jodhpore	15 5	15 5	20 0	20 0	6 4	6 4	7 8	7 8	20 0	19 6	18 2	17 8	...	...	...	...	17 8	16 14	20 0	20 0	...	...	...	...	13 2	12 13
Jeysulmere	11 12	10 12	...	...	8 0	7 6	10 6	10 4	16 4	16 0	14 12	14 10	...	...	...	...	12 12	12 6	...	...	...	...	...	...	21 0	21 0
Bickaneer	10 11½	10 10	...	...	2 14	2 14	7 0	7 0	...	...	17 11½	15 11⅓	...	...	...	...	16 6½	12 9	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 6	13 8	18 0	18 0	8 0	7 0	8 8	8 9	26 0	21 14	19 0	19 3	...	†	...	†	18 0	17 2	28 0	30 0	20 0	18 5	120 0	120 0	10 0	10 8
Neemuch Cantonment	14 4	14 4	23 0	23 6	7 0	7 0	9 8	9 8	23 8	22 6	17 4	16 1	...	...	...	...	17 0	17 0	23 8	23 12	24 0	24 0	167 6	180 0	11 12	11 12
Baghelkhand (Sutna)	15 14	14 10	20 0	20 0	8 0	8 0	14 8	14 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	23 8	22 8	160 0	160 0	10 8	10 8
Goona	19 0	19 0	18 0	20 0	8 8	8 8	9 0	9 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	15 4	11 15	21 6	13 6	6 14	6 2	9 0	9 8	19 12	16 7	17 12	14 14	...	...	17 0	11 13	14 0	11 11	20 12	17 11	15 4	12 15	170 0	145 0	11 6	10 4

* Husked. † Not sold. ‡ One anna per bundle. § Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1890—*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.	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.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	17 0	24 0	22 0	...	...	10 0	9 0	23 0	21 0	22 0	21 0	†	†	†	†	26 0	23 0	20 0	19 0	†	†	120 0	120 0	11 0	11 0
Ferozepore	20 0	19 0	30 0	28 0	...	...	10 0	10 0	24 0	22 0	22 0	20 0	†	†	20 0	21 0	27 0	26 0	22 0	21 0	13 0	12 0	100 0	100 0	13 4	13 4
Montgomery	18 0	17 0	25 0	24 0	...	...	10 0	12 0	16 0	16 0	16 0	16 0	‡	‡	20 0	20 0	23 0	23 0	16 0	16 0	8 0	8 0	253 0	250 0	12 0	12 0
Central—																										
Gurgaon	17 0	17 0	21 0	21 0	...	...	10 0	10 0	20 0	19 0	20 0	19 0	†	†	†	†	21 0	21 0	20 0	19 0	22 0	23 0	130 0	130 0	11 0	11 0
Delhi	17 0	16 0	22 0	21 0	...	...	13 0	13 0	20 0	17 0	18 0	17 0	†	†	13 0	12 0	20 0	20 0	15 0	16 0	21 0	21 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	20 0	21 0	...	...	10 0	10 0	18 0	17 0	17 0	17 0	†	†	16 0	16 0	23 0	21 0	16 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	18 0	17 0	24 0	24 0	...	...	11 0	11 0	22 0	22 0	16 0	16 0	22 0	20 0	16 0	16 0	22 0	21 0	24 0	24 0	19 0	19 0	160 0	160 0	9 8	9 8
Lahore	19 0	18 0	27 0	25 0	...	...	11 0	11 0	24 0	24 0	19 0	18 0	‡	‡	26 0	26 0	24 0	23 0	23 0	23 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	19 0	20 0	24 0	23 0	...	...	12 0	11 0	26 0	26 0	18 0	18 0	20 0	24 0	10 0	10 0	24 0	23 0	24 0	22 0	20 0	20 0	130 0	140 0	13 0	12 0
Ludhiána	20 0	20 0	26 0	26 0	...	...	12 0	12 0	26 0	26 0	22 0	22 0	†	†	20 0	20 0	25 0	24 0	27 0	25 0	14 0	13 0	110 0	110 0	12 0	12 8
Jullundur	21 0	20 0	30 0	30 0	...	...	8 0	8 0	22 0	22 0	22 0	22 0	*	*	20 0	20 0	24 0	23 0	28 0	28 0	*	*	100 0	110 0	12 8	12 8
Hoshiárpur	20 0	20 0	28 0	28 0	...	...	10 0	10 0	27 0	23 0	20 0	20 0	12 0	12 0	19 0	20 0	22 0	21 0	25 0	24 0	14 0	14 0	104 0	95 0	13 0	13 2
Gurdáspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	24 0	24 0	14 0	14 0	†	†	12 0	12 0	22 0	22 0	22 0	22 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	20 0	20 0	26 0	26 0	...	...	11 0	11 0	22 0	22 0	16 0	16 0	†	†	19 0	19 0	24 0	25 0	24 0	19 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	12 0	12 0	15 0	15 0	...	...	8 0	8 0	13 0	13 0	14 0	14 0	17 0	17 0	10 0	10 0	14 0	15 0	13 0	14 0	9 0	9 0	65 0	65 0	8 8	8 8
Kángra	16 0	16 0	23 0	23 0	...	...	12 0	12 0	13 0	12 0	10 0	10 0	21 0	20 0	6 0	7 0	16 0	16 0	18 0	18 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkot	18 0	18 0	29 0	28 0	...	...	13 0	13 0	28 0	27 0	20 0	20 0	‡	‡	25 0	25 0	23 0	22 0	24 0	25 0	12 0	12 0	120 0	120 0	14 0	14 0
Gujránwála	20 0	19 0	27 0	27 0	...	...	14 0	13 0	26 0	24 0	21 0	16 0	‡	‡	20 0	20 0	24 0	27 0	27 0	27 0	†	†	105 0	105 0	13 0	13 0
Gujrát	20 0	20 0	30 0	30 0	...	...	11 0	11 0	26 0	26 0	23 0	24 0	‡	‡	12 0	12 0	23 0	23 0	24 0	26 0	†	†	120 0	120 0	14 0	14 0
Jhelum	21 0	22 0	30 0	29 0	...	...	13 0	14 0	32 0	23 0	27 0	25 0	*	*	*	*	23 0	22 0	32 c	27 0	14 0	*	140 0	130 0	14 0	14 0
Ráwalpindi	20 0	19 0	33 0	33 0	...	...	9 0	9 0	45 0	40 0	28 0	28 0	*	*	16 0	16 0	22 0	22 0	31 0	29 0	28 0	30 0	85 0	90 0	13 8	13 8
Hazára	22 0	20 0	38 0	33 0	...	...	10 0	10 0	‡	‡	‡	‡	†	†	‡	‡	18 0	20 0	33 0	36 0	†	†	100 0	100 0	11 0	11 0
Pesháwar	19 0	19 0	35 0	37 0	...	...	10 0	10 0	31 0	30 0	24 0	24 0	†	†	23 0	23 0	19 0	19 0	31 0	33 0	29 0	28 0	105 0	105 0	41 0	40 0
Kohát	23 0	22 0	33 0	35 0	...	...	15 0	15 0	23 0	23 0	31 0	32 0	†	†	†	†	23 0	22 0	33 0	34 0	20 0	20 0	180 0	200 0	60 0	60 0
Western—																										
Shahpur	20 0	20 0	26 0	27 0	...	...	10 0	10 0	25 0	25 0	24 0	24 0	22 0	20 0	24 0	20 0	26 0	25 0	24 0	25 0	*	*	200 0	200 0	13 0	13 0
Jhang	17 0	17 0	26 0	26 0	...	...	9 0	9 0	16 0	16 0	16 0	16 0	25 0	20 0	22 0	20 0	18 0	18 0	16 0	14 0	10 0	9 0	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	27 0	27 0	...	...	12 0	12 0	24 0	21 0	21 0	20 0	†	†	23 0	22 0	20 0	20 0	21 0	21 0	†	†	90 0	90 0	13 0	13 0
Bannu	28 0	28 0	51 0	51 0	...	...	13 0	13 0	55 0	50 0	38 0	38 0	8 0	8 0	8 0	8 0	32 0	32 0	50 0	51 0	15 0	15 0	80 0	80 0	40 0	40 0
D. I. Khan	21 0	21 0	26 0	37 0	...	...	8 0	8 0	28 0	28 0	29 0	29 0	6 0	6 0	28 0	27 0	20 0	20 0	*	*	†	†	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	15 0	16 0	16 0	14 0	14 0	‡	‡	‡	‡	21 0	20 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khan	17 0	17 0	23 0	23 0	...	...	8 0	8 0	21 0	25 0	24 0	24 0	‡	‡	‡	‡	21 0	20 0	‡	‡	‡	‡	125 0	125 0	24 0	24 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	20 0	20 0	8 0	8 0	10 0	10 0	17 0	17 0	16 0	16 0	‡	‡	‡	‡	16 0	15 0 to 16 0	14 0	14 0	10 0	10 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	12 8	12 8	21 8	21 8	7 8	7 8	9 8	9 8	19 8	19 8	18 8	18 8	...	...	...	...	15 8	14 8	...	...	...	...	160 0	160 0	10 8	11 8
Thar and Párkar (Umarkot)	15 8	15 8	...	...	13 8	13 8	...	...	14 8	15 0	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	15 0	15 0	20 0	20 0	9 0	9 0	13 0	13 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	11 0	11 0	160 0	160 0	12 0	12 0
Shikárpur	14 0	14 0	19 8	19 8	7 12	7 12	8 10	8 10	20 13	22 5	22 5	22 5	...	...	...	...	17 6	17 6	...	...	9 4	9 4	155 0	155 0	11 6	11 6
Upper Sind Frontier	13 8	13 8	19 0	19 0	8 0	8 0	12 0	12 0	27 0	25 0	23 0	23 0	...	...	...	...	17 4	17 0	...	...	10 0	10 8	213 0	213 0	11 0	11 0
Quetta	13 6	15 0	16 0	16 0	5 0	5 0	7 8	7 8	18 0	18 0	...	14 0	...	...	...	...	13 0	13 10½	13 8	14 0	...	...	64 0	71 0	8 0	8 0
Bombay—																										
Konkan—																										
Kolaba	11 11	11 10	...	...	7 0	7 0	13 0	13 0	16 0	17 0	14 0	14 0	25 0	25 10	...	...	13 8	14 0	...	...	11 8	11 8	213 5	213 5	11 0	11 0
Ratnágiri	9 14	9 14	...	...	8 9	8 9	11 5	11 5	15 6	15 10	12 4	12 4	17 7	17 7	...	...	14 0	14 0	...	...	13 6	13 10	120 0	120 0	9 11	9 11
Colába (Alibág)	8 0	8 0	...	...	7 6	7 6	12 0	12 0	...	...	12 5	12 5	...	...	...	...	11 10	11 10	...	...	7 4	7 4	110 0	110 0	12 8	12 8
Bombay	10 11	10 11	17 8	16 4	7 5	7 1	11 2	10 13	17 3	16 14	14 0	13 8	15 0	14 13	12 11	11 9	14 10	14 5	17 7	17 2	9 15	9 5	67 3	...	11 3	11 3
Tanna (Salsette)	9 13½	9 13½	...	...	6 7	6 7	8 3	8 3	...	...	13 13	13 13	16 13½	16 13½	...	...	12 5	12 5	...	...	9 13½	9 13½	80 0	80 0	11 7	11 7
Deccan—																										
Dharwar (Hubli)	18 0	18 0	...	...	10 0	10 0	11 0	11 0	21 0	21 0	19 0	19 0	24 0	24 0	...	...	15 0	15 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	16 0	16 8	30 0	30 0	11 0	11 0	12 0	12 0	20 8	20 0	20 0	20 8	22 0	22 0	24 0	24 0	14 8	15 0	...	...	13 8	14 0	71 0	70 0	12 0	12 0
Satara	10 11	10 11	...	...	8 3	8 3	10 0	10 0	14 10	13 5	14 4	14 4	...	...	...	...	14 5	14 5	17 13	17 13	11 0	11 0	116 8	116 8	11 10	11 10
Sholapur	15 0	15 0	...	...	9 4	9 4	9 13	9 13	21 5	21 5	21 13	21 9	...	...	...	...	18 4	17 6	...	...	16 0	15 10	80 0	80 0	11 4	11 4
Bijápur	16 14	16 14	...	...	7 3	7 3	11 5	11 5	18 9	18 9	23 2	23 2	...	...	...	...	17 8	17 8	...	...	11 12	11 2	80 0	80 0	9 12	9 12
Poona (City)	11 8	12 10	13 9	13 9	8 9	8 9	9 13	9 13	17 6	17 6	16 2	16 2	16 6	16 6	...	...	13 13	14 15	...	...	18 0	18 0	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	13 15	13 15	...	...	7 7	7 7	9 1	9 1	19 11	19 11	17 5	17 5	...	...	...	...	17 4	17 4	...	...	26 3	26 3	80 0	80 0	13 5	13 5
Násik	16 9	16 9	...	...	10 8	10 8	11 4	11 4	...	...	18 11	18 11	22 8	22 8	...	...	14 7	14 7	...	...	13 12	13 12	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	14 0	14 0	...	...	7 4	7 4	9 6	9 6	26 11	25 11	21 12	21 4	...	...	...	...	13 0	12 13	...	...	18 12	18 12	106 0	106 0	11 6	11 6
Guserat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	9 0	16 0	16 0	16 0	14 0	...	...	6 0	6 0	12 0	12 0	...	...	15 0	15 0	90 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	...	...	20 0	20 0	90 0	90 0	12 12	12 12
Kaira	11 13	11 13	21 10	21 5	7 4	7 4	10 0	10 0	13 10	13 10	15 4	15 4	18 13	18 13	...	...	15 9	15 9	18 12	21 5	...	...	98 0	98 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 0	12 0	6 4½	6 4½	9 2	9 2	15 6	14 4½	14 4½	13 11½	17 2	17 2	...	...	12 0	12 0	...	...	12 0	12 0	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	12 0	21 0	21 0	6 0	6 0	8 0	8 0	16 0	16 0	18 0	16 0	...	...	...	...	14 0	14 0	...	...	11 8	11 8	80 0	80 0	13 8	13 8
Panch Máhals (Godhra)	10 0	11 2	...	...	8 0	9 2	8 7	10 4	20 0	17 4	16 0	18 2	24 7	24 4	...	...	14 6	16 0	23 5	26 4	10 5	9 4	160 0	160 0	12 2	13 0
Deesa Cantonment	14 0	14 0	...	...	6 0	6 0	8 0	8 0	14 8	14 8	16 0	16 0	...	...	...	...	17 0	16 11	...	...	13 0	13 0	150 0	150 0	11 8	11 8
Kattywar—																										
Rájkot	14 0	14 12	...	...	6 0	6 0	7 0	8 0	17 0	16 14	14 0	14 0	...	...	...	...	14 0	14 8	...	...	8 0	8 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	24 13	24 13	...	...	...	...	...	...	15 2	15 2	...	...	10 11	10 11	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	9 0	10 8	10 8	22 0	22 0	22 0	22 0	...	...	16 0	16 0	14 8	14 8	...	...	14 0	14 0	160 0	160 0	8 0	8 0
Hoshangabad	14 8	15 8	...	...	8 0	8 0	10 0	10 0	...	22 0	...	...	...	...	...	...	19 0	20 0	...	...	18 0	18 0	140 0	140 0	9 0	9 0
Betúl	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 12	...	...	13 1	13 1	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 13	28 1	...	...	...	...	...	...	17 9	17 9	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 7	8 7	9 11	9 6	20 10	21 4	...	...	...	...	...	...	17 8	19 11	...	...	18 0	16 4	110 0	110 0	9 13	9 13
Wardha	20 0	17 2	...	...	8 0	8 0	11 7	11 7	26 11	26 11	...	...	...	...	...	...	17 2	17 2	...	...	20 0	21 13	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	15 12	15 12	...	...	9 3	9 3	12 10	12 10	...	...	...	...	...	...	...	...	19 12	19 12	...	...	22 4	22 4	120 0	120 0	9 2	9 2
Saugor	13 12	13 12	...	...	8 8	8 8	9 7	9 7	...	...	...	...	...	...	...	...	15 7	15 15	...	...	17 1	17 1	140 0	140 0	9 2	9 2
Damoh	18 4	18 4	...	...	11 10	11 10	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 12	16 4	...	...	9 8	9 8	12 0	12 4	16 8	18 0	...	...	...	...	...	...	21 0	21 0	...	...	13 4	14 0	110 0	110 0	9 0	9 0
Mandla	22 0	21 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	32 0	30 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Seoni	19 8	19 8	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	19 8	19 8	...	...	15 7	15 7	200 0	200 0	9 2	9 2
Bálághát	19 11	19 11	...	...	13 2	13 2	16 9	16 9	...	...	...	...	...	...	...	...	20 6	20 6	...	...	18 12	18 12	136 0	136 0	8 0	8 0
Bhandára	18 12	18 12	...	...	...	...	12 8	11 4	...	...	...	...	...	...	...	...	20 0	20 0	...	...	17 8	17 8	180 0	180 0	9 2	9 0
Chánda	15 7	15 0	...	...	...	...	11 13	11 13	18 0	18 0	...	...	...	...	...	...	19 3	19 3	...	...	18 0	18 0	320 0	320 0	10 0	10 0
Eastern—																										
Biláspur	22 7	22 7	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	20 2	20 2	...	...	30 0	30 0	100 0	100 0	8 0	8 0
Raipur	20 12	21 14	...	...	10 6	10 6	16 8	16 8	...	...	...	...	...	...	...	...	21 5	21 5	...	...	25 8	25 8	80 0	80 0	10 0	10 13
Sambalpur	20 2	19 4	...	...	14 0	14 0	19 4	19 4	...	...	...	...	...	...	...	...	14 4	13 8	...	...	14 0	14 0	130 0	120 0	7 14	7 14
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	25 0	24 0	22 0	22 0	...	...	...	...	16 0	16 0	...	...	15 0	14 0			9 0	9 0
Básim	16 6	16 6	...	...	8 2	8 1	10 5	10 5	22 3	21 13	20 0	20 0	...	...	...	...	17 3	16 10	...	...	17 2	17 0			9 6	9 5§
Akola	14 0	14 0	...	...	7 0	7 0	8 0	8 0	23 0	21 0	16 0	16 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0			10 0	10 0
Ellichpur	14 0	14 8	...	...	7 0	6 0	8 4	7 0	16 0	19 0	13 0	14 0	...	...	...	...	14 0	13 12	...	...	17 4	18 0	§	§	9 4	9 8
Amráoti	15 4	15 3	...	...	6 8	7 0	8 8	9 0	24 0	22 6	16 0	16 0	...	...	...	...	15 8	15 0	...	...	16 0	16 0			9 0	9 0
Wún	16 0	15 8	...	...	8 0	8 0	10 0	10 0	23 0	23 0	...	...	...	...	...	...	16 0	16 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	6 15	6 15	10 3	9 13	17 12	17 12	...	...	...	...	...	...	15 15	15 15	...	...	21 7	20 11	120 0	120 0	9 4	9 2
Boláram	13 4	13 4	...	...	7 9	7 4	9 5	9 6	18 10	18 12	...	...	...	...	...	...	17 7	17 5	...	...	...	...	116 14	116 14	9 7	9 7
Chadarghat	12 0	12 0	...	...	7 0	7 4	10 8	10 8	19 0	19 0	19 0	19 0	...	...	...	...	17 8	16 9	...	...	...	...	120 0	120 0	9 0	9 4

* 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 1890—*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	9 0	9 0	...	...	10 2	10 2	10 8	10 8	*	*	*	*	21 14	21 14	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	9 2	...	...	11 2	11 2	12 13	12 13	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	126 6	126 6	13 5	13 5
South, central—																										
Coimbatore	12 5	11 8	...	...	11 5	11 5	11 13	11 13	19 2	18 11	20 11	19 14	26 3	24 10	...	...	...	...	...	...	...	...	133 11	133 11	12 3	12 3
Nilgiris	9 14	9 14	...	...	8 13	8 13	8 13	8 13	20 0	20 0	15 6	15 6	18 11	18 11	...	...	...	...	...	...	...	...	274 3	274 3	9 3	9 3
Salem	10 3	10 3	...	...	10 13	11 3	12 13	13 3	22 5	21 6	24 10	24 10	27 6	27 6	...	...	...	...	...	...	...	...	186 10	180 10	13 0	13 8
Central—																										
Bellary	15 6	16 5	...	...	12 5	12 5	13 3	13 3	27 13	27 13	23 8	23 8	29 2	29 2	...	...	...	...	...	...	...	...	97 3	97 2	11 14	11 14
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	29 6	22 10	22 10	27 3	31 0	...	...	...	...	...	...	...	...	97 3	97 2	11 5	11 14
Cuddapah	12 14	14 5	...	...	11 10	11 10	12 14	12 14	24 8	24 14	24 11	24 11	27 13	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 3	12 3
Kurnool	14 0	13 5	...	...	10 11	10 11	11 2	11 2	25 0	25 0	23 13	23 13	*	*	...	...	...	...	...	...	...	...	138 14	138 14	11 11	11 11
East Coast, north—																										
Ganjam	8 14	8 14	...	...	14 0	13 0	14 8	14 0	*	*	*	*	25 8	22 13	...	...	...	...	...	...	...	...	114 3	145 13	11 13	10 11
Vizagapatam	12 0	12 0	...	...	10 2	10 2	11 5	11 5	24 13	24 13	25 11	25 11	25 5	25 5	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	11 5	10 13	...	...	12 14	12 14	15 0	14 0	23 0	23 0	22 14	22 14	29 2	29 2	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	13 3	13 3	18 6	16 14	*	*	26 13	26 13	...	...	...	...	...	...	...	...	145 13	145 13	12 10	12 10
Nellore	11 8	11 8	...	...	11 11	11 11	12 11	13 5	22 11	23 3	23 8	24 6	25 14	26 14	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 10	10 5	...	...	10 5	10 13	11 0	11 6	18 11	18 8	16 8	16 8	22 11	24 8	...	...	...	...	...	...	...	...	102 2	102 2	13 2	13 2
Chingleput	*	*	...	...	10 8	10 8	10 14	11 5	*	*	*	*	21 14	21 14	...	...	...	...	...	...	...	...	122 8	122 8	11 3	12 6
N. Arcot	9 6	9 6	...	...	10 11	9 6	11 10	10 5	26 6	23 11	23 14	21 8	27 6	26 0	...	...	...	...	...	...	...	...	160 10	160 10	11 5	11 5
S. Arcot	8 10	8 10	...	...	10 6	10 14	11 6	11 6	*	*	19 3	18 8	22 5	20 11	...	...	...	...	...	...	...	...	209 0	209 0	12 3	11 11
Tanjore	8 13	8 13	...	...	10 13	10 6	*	*	*	*	18 14	18 14	19 10	19 10	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	10 10	10 10	...	...	10 6	10 2	10 14	10 8	17 8	18 3	17 13	16 8	19 11	20 5	...	...	...	...	...	...	...	...	143 6	143 6	12 10	12 3
Southern—																										
Tinnevelly	9 3	9 3	...	...	9 8	9 2	10 0	9 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	14 13	14 13
Madura	10 2	10 2	...	...	9 11	9 11	10 2	10 2	17 13	16 3	16 3	14 11	20 3	20 3	...	...	...	...	...	...	...	...	140 14	140 14	13 2	13 10
Mysore—																										
Mysore	11 0	11 4	10 8	10 0	9 0	8 12	10 0	10 0	36 0	32 0	...	...	27 0	26 0	...	...	11 4	11 0	...	...	18 0	16 8	84 0	84 0	9 0	8 4
Bangalore	12 8	12 4	10 10	10 5	8 8	8 4	9 8	9 0	18 0	21 8	...	...	28 0	25 0	...	...	10 0	10 8	...	...	17 0	17 0	72 0	72 0	9 4	9 0
Kolar	...	...	9 8	9 12	10 0	10 0	11 0	11 4	...	...	...	...	32 0	34 0	...	...	9 8	9 12	...	...	14 0	14 8	120 0	132 0	9 0	9 0
Túmkúr	12 0	12 0	11 0	11 0	10 0	10 0	11 0	11 0	...	...	...	...	40 0	32 0	...	...	11 0	11 0	...	...	16 0	16 0	340 0	340 0	9 0	8 0
Hassan	...	...	11 0	11 0	10 0	10 8	12 0	12 0	...	...	...	...	36 0	36 0	...	...	10 0	10 0	...	...	14 0	13 0	72 0	72 0	8 0	8 0
Kadur	11 0	12 0	12 0	12 0	11 0	11 0	15 0	16 0	...	...	...	...	32 0	32 0	...	...	12 0	11 0	...	...	10 0	10 0	240 0	240 0	6 0	7 0
Shimoga	12 10	13 10	15 12	...	12 10	10 8	14 11	14 11	29 6	25 3	16 13	...	32 9	33 10	16 13	...	11 9	12 10	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldroog	14 0	13 0	15 0	14 0	11 0	10 0	12 8	12 0	32 0	28 0	24 0	24 0	44 0	40 0	55 0	50 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	9 0	10 8	11 0	12 0	...	...	...	...	33 0	37 0	...	...	13 8	13 8	...	...	...	...	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.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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 CROP OF 1889-90, AND COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL IN THE DISTRICTS IRRIGATED BY THOSE CANALS FOR THE YEARS 1888-89 AND 1889-90.

STATEMENT No. I.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1889-90 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
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.	
			1889-90.	1888-89.	Increase.	Decrease.	1889.	1888.	1889.	1888.	1889.	1888.	1890.	1889.	1890.	1889.	1890.	1889.	1889-90.	1888-89.
Lahore	2,334,552	1,164,921	22,544	13,419	9,125	...	...	0·1	...	...	...	...	0·2	1·1	0·1	1·6	0·8	...	1·1	2·8
Montgomery	3,567,750	357,622	40,813	41,179	...	366	...	...	...	...	...	...	0·2	2·0	...	1·6	0·5	...	0·7	3·6
Montgomery (Lower Sohág and Pára Canal)	Given	above	28,477	33,279	...	4,802	Given	above	...											
Mooltan	3,763,200	799,360	161,495	(*a*)159,145	2,350	...	...	...	...	0·1	...	...	...	0·3	...	0·6	0·5	0·1	0·5	1·1
Mooltan (Sidhnai Canal)	Given	above	(*b*) 45,939	(*c*) 55,130	...	9,191	...	...	...	...	...	...	...	0·2	...	0·8	0·2	...	0·2	1·0
Muzaffargarh	2,007,819	397,529	159,696	150,455	9,241	...	...	0·2	...	...	...	...	...	0·4	...	1·2	0·61	...	0·61	1·8
Dera Ghazi Khan	2,801,280	1,008,000	61,390	52,961	8,429	...	...	0·3	...	0·2	...	...	...	0·2	...	1·3	0·46	0·2	0·46	2·2
Shahpur	3,031,700	585,491	9,443	9,766	...	323	...	1·9	...	0·4	...	...	0·12	1·3	0·13	1·7	0·61	0·3	0·86	5·6
TOTAL INUNDATION CANALS	17,506,301	4,317,923	529,797	515,334	29,145	14,682	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(*a*) This is the correct acreage, and differs from that shown in Statement for Rabi Crop of 1888-89.
(*b*) Includes area dried up, 13,603 acres.
(*c*) Ditto ditto, 2,403 „

	Acres.
Total area irrigated in 1888-89	515,334
„ „ 1889-90	529,797
NET INCREASE	14,463

LAHORE;
The 23rd July 1890.

F. J. HOME, LIEUT.-COLONEL, R. E.,
Joint Secy. to Government, Punjab, P. W. D., Irrigation Branch.

STATEMENT No. II.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1889-90 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 Gházi Khan.	Shahpur.	TOTAL.
Wheat	7,893	22,868	22,519	115,261	39,235	115,704	46,009	8,917	378,406
Barley	212	567	214	2,510	1,259	5,475	1,312	102	11,651
Mixed grain	8,278	5,407	1,069	...	...	5,140	2,438	...	22,332
Others	6,161	11,971	4,675	43,724	5,445	33,377	11,631	424	117,408
TOTAL RABI, 1889-90 .	22,544	40,813	28,477	161,495	45,939	159,696	61,390	9,443	529,797
TOTAL RABI, 1888-89 .	13,419	41,179	33,279	159,145	55,130	150,455	52,961	9,766	515,334

LAHORE;
The 23rd July 1890.

F. J. HOME, LIEUT.-COLONEL, R. E.,
Joint Secy. to Government, Punjab, P. W. D., Irrigation Branch.

STATEMENT No. III.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1889-90 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.	Shahpur Canals.	TOTAL.
Wheat	30,761	22,519	115,261	39,235	115,704	46,009	8,917	378,406
Barley	779	214	2,510	1,259	5,475	1,312	102	11,651
Mixed grain	13,685	1,069	...	...	5,140	2,438	...	22,332
Others	18,132	4,675	43,724	5,445	33,377	11,631	424	117,408
TOTAL RABI, 1889 90 .	63 357	28,477	161,195	45,939	159,696	61,390	9,443	529,797
TOTAL RABI, 1888-89 .	54,598	33,279	159,145	55,130	150,455	52,961	9,766	515,334

LAHORE;
The 23rd July 1890.

F. J. HOME, LIEUT.-COLONEL, R.E.,
Joint Secretary to Government, Punjab, P. W. D., Irrigation Branch.

IRRIGATION OPERATIONS, 1889-90.

Comparative Statement of Irrigation and Rainfall for the years 1888-89 and 1889-90 in the districts of the Punjab irrigated by Inundation Canals.

DISTRICTS.	Population.	Area in acres.	Cultivated area in acres.	AREA IRRIGATED.									RAINFALL.		
				KHARIF, 1889-90.			RABI, 1889-90.			WHOLE YEAR, 1889-90.					
				Total in acres.	In comparison with 1888-89. Increase.	In comparison with 1888-89. Decrease.	Total in acres.	In comparison with 1888-89. Increase.	In comparison with 1888-89. Decrease.	Total in acres.	In comparison with 1888-89. Increase.	In comparison with 1888-89. Decrease.	Percentage of increase or decrease in 1889-90.	1888-89.	1889-90.	Percentage of increase or decrease in 1889-90.
Lahore	924,106	2,334,552	1,164,921	19,843	1,573	...	22,544	9,125	...	42,387	10,698	...	+33·76	14·8	15·9	+7·3
Montgomery	426,529	3,567,750	357,622	64,575	...	2,311	40,813	...	366	105,388	...	2,677	−2·48	10·9	4·7	−56·88
Montgomery (Lower Sohág and Pára Canal).	Given	above	...	34,746	6,039	...	28,477	...	4,802	63,223	1,237	...	+2·00	Given above		
Mooltan	551,964	3,763,200	799,360	212,999	22,636	...	161,495	2,350	...	374,494	24,986	...	+7·15	3·7	6·6	+78·40
Mooltan (Sidhnai Canal)	Given	above	...	63,143	9,388	...	45,939	...	9,191	109,082	197	...	+0·18	4·2	3·0	−28·57
Muzaffargarh	338,605	2,007,819	397,529	146,962	7,550	...	159,696	9,241	...	306,658	16,831	...	+5·81	2·1	5·11	+143·33
Dera Gházi Khan	363,346	2,801,280	1,008,000	153,154	4,334	...	61,390	8,429	...	214,544	12,763	...	+6·33	7·6	1·58	−79·21
Shahpur	421,508	3,031,700	585,491	9,092	...	1,209	9,443	...	323	18,535	...	1,622	−8·05	13·9	8·36	−39·85
TOTAL INUNDATION CANALS	3,026,058	17,506,301	4,312,923	704,514	51,560	3,610	529,797	29,145	14,682	1,234,311	66,712	4,299	+5·33	...	...	...

	Acres.
Area irrigated in 1888-89	1,171,898 (as per Revenue Report).
Ditto 1889-90	1,234,311
NET INCREASE	62,413

The decrease in the rabi area on the Lower Sohág and Pára Canal is due to larger proportion of remissions granted on gross irrigated area. The decrease in the rabi area on the Sidhnai Canal is due to the irrigators having sown more kharif and less rabi crops. The increase on Mooltan, Muzaffargarh and Dera Gházi Khan Canals is due to the favourable condition of the rivers.

LAHORE;
The 24th July 1890.

F. J. HOME, LIEUT.-COLONEL, R.E.,
Joint Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first five months of the official year 1890-91, and of the nineteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE FIVE MONTHS, APRIL TO AUGUST.																				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	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	5,89	3,69	5,36	14,94	6,65	98	85	8,48	2,18	36	23	2,77	4,12	39	2,72	7,23	3,63	1,52	19,93	25,08	22,47	6,94	29,41	29,09	58,50	1889-90
1890-91	6,61	3,32	6,93	16,86	7,03	1,98	68	9,69	2,59	37	34	3,30	4,72	51	1,88	7,11	3,74	20	26,43	30,37	24,69	6,38	31,07	36,26	67,33	1890-91

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT,
(Statistical Branch)
Calcutta, 15th September 1890.

E. J. SINKINSON,
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 15th, 1890.

The weather during the period under review, unlike that of last week, has undergone a very considerable and important change. This change appears to have been due mainly to causes operative over the Indian region, as over the sea to the westward there seems to have been no strengthening of the monsoon current. The mail steamer which crossed the Arabian Sea during the week had light variable winds and fine weather in the Gulf of Aden, and thence to Bombay a light south-west monsoon, fine weather and no rain. Yet over India the changes have been such as have resulted in the practical reestablishment of monsoon conditions and the reappearance of rain over all parts of the Indian region, except the plains of the Punjab, Sind and Rajputana. This change was effected very slowly. At first pressure was very uniform, and the rainfall was confined to scattered showers principally falling over the Peninsula. A low pressure area existed however over the Bay, and readings were lower in the Punjab than elsewhere. From this low pressure area in the north-west, an arm of relatively low readings extended south-eastward. At first this arm was interfered with by the high pressures which still existed over Central India and Rajputana, but quite at the close of the week these gave way, the arm extended quickly south-eastward and enclosed the low pressure area which was previously noticed over the Bay, and the distribution became such as is ordinarily associated with monsoon weather. With the rapid extension south-eastward of the arm the barometer fell briskly all over the Gangetic plain, the Circars, &c., so that gradients became much steeper and the winds increased.

The chart of the 9th showed that pressure was somewhat higher in the extreme South and lower in the extreme North than elsewhere, but throughout the whole of the Indian region readings were comparatively uniform. There was a feeble depression off the Circars Coast. The winds were generally variable and the force light or moderate. Slight rain was reported from the Peninsula, Burma and parts of Bengal. On the 10th pressure was falling, except in the extreme South, where it had risen slightly. The fall was greater in the North than the South, and hence there had been an increase in the gradient, but there was not much other change in the distribution. The winds were again variable in direction, but they had increased somewhat in force. Rain was general, and in places heavy, over the Peninsula, Burma, Assam and East Bengal. On the 11th the first steps towards the change which was subsequently effected were commenced. An arm of low pressure advanced south-eastward down the Gangetic plain from the Punjab towards the depression which lay off the Circars Coast, and at the same time gradients had begun to increase in the South. Westerly winds prevailed across the Peninsula, southerly winds in Burma and Bengal and south-easterly winds along the foot of the hills in the North-West. Rain was reported from the same districts as on the 10th, and showers had fallen at Gorakhpur, Jeypore and Sialkot. On the 12th there was no practical change, but gradients had continued to increase in the South. Rain had extended into Guzerat, Central India and Rajputana, while on the contrary it had fallen off in Assam

and Bengal. Elsewhere there was no change. By the morning of the 13th the arm of low pressure had extended so far south-eastward as to enclose the depression over the Bay, but there was again no general change in the distribution or the circulation of the winds, though the south-east current up the north side of the Gangetic plain was more pronounced. At the same time rain had extended across the Central Provinces into the North-West Provinces and become more general in Bengal and Assam. On the 14th there occurred a remarkable development. The barometer rose over the Peninsula, Burma and Bengal, and fell over the Gangetic plain and the central parts of the country. Consequently steep gradients were suddenly formed around the low pressure trough which ran from the Punjab to the Circars, and a regular and moderately strong monsoon circulation of the winds was established. At the same time there occurred a considerable extension of rainfall which was reported from all parts of the Indian region, except the plains of the Punjab and Sind. On the 15th these conditions were still further intensified, and strongly marked monsoon weather prevailed with general rain, except in the extreme North-West.

Temperature.—The warm weather which prevailed over India during last week continued during the first four days of the present week. The warmest day was the 10th when all the Provinces, except Madras, reported an excess of temperature. On the 11th the amount, though not the extent of this excess, of temperature showed some diminution and on the 12th the returns showed a decrease both in the amount and extent. On the 13th, 14th and 15th nearly all the Provinces showed a deficiency. These variations were of course directly dependent on the amount of rainfall.

The following table shows the variations in the mean temperature according to Provinces for the present and the past weeks :

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	+ 0·7°	+ 0·4°
Bengal	+ 2·1°	+ 0·9°
North-West Provinces	+ 2·5°	+ 1·7°
Punjab	+ 0·2°	— 0·4°
Bombay	— 0·1°	— 0·4°
Central Provinces	— 1·7°	+ 2·3°
Guzerat and Central India	— 0·2°	+ 1·6°
Sind and Rajputana	+ 1·0°	+ 1·5°
Madras	— 0·2°	— 0·7°

These figures show that compared with the average there has been a fall of temperature at all but the central stations. The maxima during the early part of the week were very high over Northern India, but with the setting in of the rain there was a large and sudden fall.

Rain.—The daily distribution of rain has been given in the preceding sections. The concluding table shows that rain has been much more general throughout India during the present than during the preceding week. Only in three districts (as compared with twelve last week), *viz.*, Punjab Central and West, and Sind, has there been no rain. The district with the largest average fall (9 inches) was Tenasserim. This was followed by about 4 inches in Lower Burma, Arakan, Assam (Surma), North Bengal, the Konkan and Guzerat. This distribution of heavy rain agrees fairly with that of normal years, except in the case of the Konkan and Guzerat, where the amounts are larger than usual.

The smallest rainfall was in the Punjab and Sind, and this agrees with the normal distribution. The third column of the table shows that in twenty of the rainfall divisions the average fall was greater than usual and that in thirty it was less. The regions of excessive rain comprise the Burmese divisions, except Arakan, Assam, Oudh, the West Coast divisions, Madras (South Central), Khandeish, Berar, the west and centre of the Central Provinces, Guzerat and most of the eastern half of the Peninsula. In other parts of India the fall has been defective. The greatest excess has been in the Konkan, Khandeish, and Guzerat. The greatest deficiency has been on the Punjab hills and in Coorg.

The following are the divisions according to the final column of the table, where the seasonal rains are deficient by more than 10% of the normal fall:—Tenasserim, Deltaic Bengal, Punjab South, Malabar, Coorg, Mysore, Khandeish, Central Provinces (West), Kattiawar and East Coast (Central). This list is substantially the same as that given last week.

The returns of maximum falls show no very large amounts, though in most parts of the country they do not differ much from the normal. In the Tenasserim division the heaviest amount reported is $9\frac{1}{2}$ inches at Thaton in Amherst; in Lower Burma 6 inches at Kyauktau in Pegu; in Central Burma $8\frac{1}{2}$ inches at Kyaikto in Shwegyin; in Upper Burma $5\frac{3}{4}$ inches at Bhamo; in Arakan $7\frac{1}{2}$ inches at Akyab. In Bengal and Assam the heaviest falls were $5\frac{3}{4}$ inches at Cachar; $7\frac{1}{2}$ inches at Dibrugarh; 7 inches at Cooch Behar; $8\frac{1}{2}$ inches at Bhagulpore (Jalpaiguri); 10 inches at Siliguri (Darjeeling); 11 inches at Purneah; and 8 inches at Bagaha (Chumparun). In the North-West Provinces the maximum falls were of about equal amount, thus Ghazipur reports 6 inches, Mirzapur 6 inches, Kairpur (Sultanpur) $8\frac{1}{2}$ inches, Bikapur (Fyzabad) $10\frac{1}{2}$ inches, Deoria (Gorakhpur) 11 inches, Domariganj (Basti) $5\frac{1}{2}$ inches and Mariahu (Azamgarh) $7\frac{1}{2}$ inches. In the Punjab there were no large amounts and in the south of the Peninsula the falls were also small. In the Konkan, Khed (Ratnagiri) reports $12\frac{3}{4}$ inches, Punvell (Colaba) $7\frac{1}{2}$ inches and Umbergao (Thana) $13\frac{1}{2}$ inches. In the Deccan and Khandeish, Inchalkaranji (Kolhapur) reports $6\frac{1}{2}$ inches, Pandhalpur (Sholapur) $6\frac{3}{4}$ inches, Jannar (Poona) $7\frac{1}{2}$ inches, Shaigonda (Ahmednagar) $5\frac{1}{4}$ inches, Dindori (Nasik) $7\frac{3}{4}$ inches and Malegaon 6 inches.

In the central parts of the country the maximum falls were generally between 3 and 5 inches.

In Guzerat, Pardi (Surat) received $19\frac{1}{2}$ inches and Dholka (Ahmedabad) $6\frac{1}{4}$ inches.

In the east of the Peninsula Pyapali (Kurnool) received $5\frac{3}{4}$ inches, Arcot $6\frac{3}{4}$ inches and Mannilam (Tanjore) $5\frac{3}{4}$ inches.

PROVINCE.	DIVISION.	Rainfall Data for week ending September 15th, 1890.			Rainfall Data from May 27th to September 15th, 1890.		
		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 27th to September 15th.	Excess or defect (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	8·98	8·25	+0·73	115·83	148·31	— 22
	Lower Burma	4·15	3·40	+0·75	72·50	73·66	— 2
	Central Burma	2·97	2·45	+0·52	53·9	58·40	— 8
	Upper Burma	1·07	?	?	20·77	?	?
	Arakan	4·16	5·22	—1·06	161·66	150·35	+ 8
Bengal and Assam	Eastern Bengal	1·91	2·42	—0·51	63·46	66·53	— 5
	Assam (Surma)	4·48	3·76	+0·72	107·34	73·83	+ 45
	Do. (Brahmaputra)	3·15	2·01	+1·14	60·32	54·93	+ 10
	Deltaic Bengal	0·71	1·70	—0·99	35·20	41·95	— 16
	Central Bengal	1·19	1·98	—0·79	43·10	41·97	+ 3
	North Bengal	4·06	4·37	—0·31	94·45	76·7	+ 24
	Orissa	1·58	2·94	—1·36	39·44	39·49	0
	Chota Nagpur	0·77	2·03	—1·26	37·56	41·37	— 9
	Behar (South)	0·28	1·46	—1·18	41·93	33·43	+ 25
	Do. (North)	1·77	2·09	—0·32	51·54	38·23	+ 35
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·56	2·03	—0·47	38·04	31·11	+ 22
	Oudh (South)	2·38	2·25	+0·13	38·31	30·03	+ 28
	Do. (North)	2·16	1·62	+0·54	45·19	31·80	+ 42
	North-Western Provinces (Central).	0·76	1·66	—0·90	28·55	26·25	+ 9
	North-Western Provinces (West).	0·29	1·42	—1·13	30·45	25·79	+ 18
	North-Western Provinces (Submontane).	1·56	1·96	—0·40	45·99	35·83	+ 28
Punjab	Punjab (South)	0·02	0·41	—0·39	10·17	11·47	— 11
	Do. (Central)	0	1·08	—1·08	22·38	19·87	+ 13
	Do. (Submontane)	0·02	0·83	—0·81	21·62	22·84	— 5
	Do. (Hill Districts)	0·07	2·21	—2·14	68·74	70·88	— 3
	Do. (North-West)	0·07	0·74	—0·67	20·40	16·89	+ 21
	Do. (West)	0	0·22	—0·22	5·49	5·82	— 6
Bombay and Malabar Coast Districts (Madras).	Malabar	2·24	2·06	+0·18	71·50	85·85	— 17
	Madras (South Central)	1·04	0·67	+0·37	19·84	11·60	+ 71
	Coorg	0·05	2·92	—2·27	05·02	83·87	— 22
	Mysore	0·61	0·94	—0·33	9·58	15·58	— 39
	Konkan	4·80	2·29	+2·51	123·51	93·73	+ 32
	Bombay Deccan	2·20	0·97	+1·23	23·90	26·34	— 9
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	3·65	1·27	+2·38	16·47	20·60	— 20
Central Provinces and Berar.	Berar	1·91	1·18	+0·73	30·70	30·74	0
	Central Provinces (West)	2·45	2·43	+0·02	28·90	38·02	— 24
	Ditto (Central)	2·32	2·29	+0·03	45·56	45·12	+ 1
	Ditto (East)	1·14	2·38	—1·24	40·40	43·80	— 8
Bombay (North)	Guzerat	4·53	2·66	+1·87	34·04	34·89	— 2
	Kattiawar	1·08	1·58	—0·50	15·07	25·00	— 40
	Sind	0	0·28	—0·28	5·71	4·25	+ 34
Rajputana and Central India.	Central India (East)	1·76	1·83	—0·07	31·15	31·95	— 3
	Rajputana (East), Central India (West).	0·27	1·37	—1·10	22·58	24·70	— 9
	Rajputana (West)	0·43	0·68	—0·25	12·04	11·71	+ 3
Madras	East Coast (North)	0·85	1·40	—0·55	20·36	19·04	+ 7
	Ditto (a)	1·50	2·19	—0·69	46·25	48·24	— 4
	Hyderabad (South)	2·21	1·20	+1·01	24·17	17·92	+ 35
	Madras (Central)	1·87	0·99	+0·88	12·02	13·32	— 5
	East Coast (Central)	1·36	0·89	+0·47	12·16	14·02	— 17
	Ditto (South)	1·72	1·28	+0·44	15·73	11·71	+ 35
	Madras (South)	0·06	0·38	—0·32	7·02	5·60	+ 19

Simla, *18th September, 1890.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

W. C. BENETT,
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 September.*—Rainfall general: slight in three districts and good elsewhere. Standing crops good, but suffering from want of water or rain in parts of three districts. Paddy suffering from disease in one district. Outturn of grains middling to average. Water-supply continues insufficient in parts. Prices slightly falling. Prospects generally fair.

Bombay.—*For week ending 17th September.*—Good rain throughout Guzerat, Konkan and Deccan; fair in Kattiawar and the Karnatic. Crop and fodder prospects much improved. Standing crops suffering from drought in parts of Sind; otherwise flourishing, except where damaged in a few talukas by rats or insects. Reaping and sowing operations progressing in several districts.

Bengal.—*For week ending 16th September.*—Break in the rains continued up to the 13th. From the 14th the weather has become unsettled, with light showers over the greater part of the Province. More rain is generally much wanted, especially for the high lands, except in North and East Bengal, where general rain has fallen. Early rice and jute are still being harvested, and transplanting of late rice is almost finished. Floods in Central Bengal are subsiding, but already considerable damage has been done to the crops. Agricultural loans and charity in small sums are being given to the people in distress in North and East Bengal. Also some damage has been done to the crops in Behar. The *bhadoi* harvest for the most part is yielding a very poor outturn owing to excessive rain and floods in August. *Bhadoi* crops in parts of Chota Nagpur also have yielded a very short outturn. Prices continue generally steady, but from some districts an upward tendency has been reported.

North-Western Provinces and Oudh.—*For week ending 17th September.*—Except in three western districts, the rainfall has been general, greatly benefiting the *kharif* crops which had suffered from drought. Prospects are better, but more rain is needed. Markets are fairly full, and prices are fluctuating.

Punjab.—*For week ending 17th September.*—Slight rain has fallen in two districts. Prices rising in three districts, unsettled and falling in two,

stationary elsewhere. Harvesting of *kharif* crops commenced. Ploughings for *rabi* in progress. Rain much wanted in almost all districts. Prospects of crops are reported good to average. Crops suffering in most districts for want of rain. Fodder insufficient in one district.

Central Provinces.—*For week ending 17th September.*—The recent rain has proved beneficial to the standing crops, and prospects generally are favourable. More rain is still needed in four districts. Land being prepared for winter sowings.

Burma.—*For week ending 13th September.*—The rainfall in Lower Burma was seasonable, and the rice crop generally promises well, but considerable damage has been caused by floods in three districts. In Upper Burma the rainfall was fair in eight districts, in other districts the fall was light. More rain urgently required in four districts. Crops have been damaged by floods in two districts. A twelve anna crop of sesamum has been reaped in Magwe. The prospect has improved greatly in Yeu. The price of paddy fell in two districts and rose in two.

Assam.—*For week ending 17th September.*—Weather seasonable. Harvesting of summer and transplanting of winter paddy continue. Prospects of crops in general good.

Mysore and Coorg.—*For week ending 17th September.*—Rainfall general, but more rain still wanted in two districts. Crops good. Sowing operations continue in parts. Prospects generally favourable. No material change in prices.

Rainfall moderate in Coorg during the week. Standing crops in need of rain.

Berar and Hyderabad.—*For week ending 17th September.*—Average rainfall fair in Berar. Weather hot and cloudy. The rainfall has greatly benefited the standing crops. *Kharif* crops in good condition. Weeding operations continue. Fodder sufficient. There is a slight but general fall in prices of food-grains.

Rainfall over 2 inches in Hyderabad during the week. Weeding of *abi* crops continues. *Kharif* crops thriving. Water in tanks insufficient. Prices stationary.

Central India.—*For week ending 17th September.*—Rain fell in all parts of Central India, except Gwalior. Heaviest fall in Bhopawar. Sufficient rain reported from Baghelkhand. Prices of food-grains rising in one Agency, falling in one and high in Neemuch.

Rajputana.—*For week ending 17th September.*—No rain in four and slight in two Agencies; moderate elsewhere. Standing crops damaged for want of rain in seven States. Damage done by locusts in five States. Pasturage or fodder insufficient in Ajmere and four Agencies. Prices rising everywhere.

Nepal.—*For week ending 11th September.*—Moderate rain fell during the week. Weather partially cloudy. *Ghaia* (early) rice being harvested. Outturn good. Late rice progressing satisfactorily.

W. C. BENETT,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Statement of gross receipts and expenses of Indian Railways from 1st January to 31st August 1889 and from 1st January to 30th August 1890.

N.B.—In columns *Total receipts from 1st July to 30th August 1890 and from 1st January to 30th August 1890*, audited figures have been used as far as possible.

Railways.	Total actual receipts from 1st July to 31st August 1889.			Total approximate receipts from 1st July to 30th August 1890.			Total actual receipts from 1st January to 31st August 1889.		Total approximate receipts from 1st January to 30th August 1890.		Total increase in 1890.	Total decrease in 1890.
	Total mean length open.	Receipts. Total.	Receipts. Per mile open per week.	Total mean length open.	Receipts. Total.	Receipts. Per mile open per week.	Total.	Per mile open per week.	Total.	Per mile open per week.		
State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian (*a*)	1,526	62,26,899	461	1,526	56,54,119	425	3,03,79,533	574	2,91,03,787	553	...	12,75,746
Patna-Gya	57	72,115	143	57	60,236	121	3,23,706	104	3,10,151	100	...	7,555
Bareilly-Pilibhit	36	13,569	43	36	15,873	50	72,946	58	77,845	63	4,899	...
Bengal-Nágpur (*b*)	305	1,75,834	65	584	2,70,227	53	14,64,094	143	19,51,145	108	4,87,051	...
Indian Midland (*c*)	712	4,19,871	67	752	3,77,272	58	19,05,327	95	24,04,531	93	4,39,204	...
Rajputana-Malwa	1,695	25,32,139	172	1,672	19,89,964	137	1,40,57,885	243	1,18,04,128	204	...	22,53,757
Southern Mahratta	857	6,18,932	82	1,042	6,54,703	72	27,03,863	94	29,30,711	84	1,36,848	...
Do. Mysore Section	244	1,41,397	65	296	2,08,197	81	4,82,488	66	7,34,216	72	2,51,728	...
Villupuram-Guntakal	83	41,019	56	83	40,546	56	1,74,774	61	1,61,234	56	...	13,540
Bengal and North-Western*(*d*)	649	6,47,373	113	691	5,51,278	92	28,90,190	128	31,85,991	140	2,95,801	...
TOTAL	6,134	1,08,89,148	208	6,739	98,22,415	167	5,46,04,806	263	5,26,69,739	232	...	19,35,067
State Lines worked by the State.					(*f*)		(*e*)		(*f*)			
North Western	2,386	(*e*)43,02,916	200	2,399	41,71,311	200	1,78,55,934	216	1,78,70,042	215	23,108	...
Oudh and Rohilkhand	692	10,12,656	165	692	8,06,881	144	51,13,307	213	49,96,980	209	...	1,16,417
Lucknow-Sitapur-Seramau	105	49,446	53	105	44,696	49	2,19,760	60	2,39,629	69	19,869	...
Eastern Bengal†	747	17,51,135	205	767	17,84,480	297	62,92,085	262	68,49,805	262	5,57,720	...
Bengal Central	125	1,18,135	107	125	1,04,990	96	4,75,723	110	4,40,958	102	...	34,765
Nalháti	27	15,862	60	27	14,030	62	69,681	74	69,351	74	...	330
Wardha Coal (*g*)	45	1,16,748	293	45	1,24,837	318	6,10,352	391	6,38,023	410	28,271	...
Cherra-Companyganj	7	1,570	25	8	3,248	47	4,615	19	9,715	35	5,100	...
Jorhát	25	11,969	54	25	12,640	58	39,297	45	38,376	44	...	921
Burma (*h*)	553	6,48,204	132	555	7,07,030	146	32,23,304	175	37,39,998	195	5,16,694	...
TOTAL	4,712	80,28,641	193	4,748	78,34,743	189	3,39,04,148	211	3,49,02,477	214	0,98,329	...
Lines worked by Guaranteed Companies.												
Great Indian Peninsula (*i*)	1,440	35,48,601	278	1,440	35,71,322	285	2,56,99,792	512	2,63,31,689	527	6,31,897	...
Bombay, Baroda and Central India	461	14,32,138	365	461	13,00,790	325	93,43,173	584	91,44,781	574	...	1,98,392
Madras	840	15,00,598	210	849	10,19,059	221	60,00,946	208	61,02,805	210	35,859	...
South Indian	654	9,52,108	104	654	10,39,155	182	37,99,484	167	40,33,489	178	2,34,005	...
TOTAL	3,395	75,53,505	251	3,395	75,36,326	255	4,49,09,395	381	4,56,12,764	388	7,03,369	...
GRAND TOTAL (GUARANTEED AND STATE)	14,241	2,64,71,294	210	14,882	2,51,93,484	194	13,34,18,349	274	13,31,84,980	261	...	2,33,369
GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,50,68,674	133	6,74,57,739	132	23,89,065	...
NET RECEIPTS	...	...	...	...	...	...	6,83,49,675	141	6,57,27,241	129	...	26,22,434
Assisted Companies.												
Tárakeshwar	22	39,694	204	22	39,916	208	2,03,496	266	2,06,152	271	2,656	...
Rohilkhand-Kumaun	67	55,560	94	67	46,434	80	2,42,691	104	2,15,591	93	...	27,100
Dibru-Sadiya	78	(*j*) 77,160	126	78	(*k*) 77,264	128	(*l*) 3,17,953	121	(*m*)3,32,432	127	14,479	...
TOTAL	167	1,72,414	116	167	1,63,614	112	7,64,140	132	7,54,175	130	...	9,965
Native States Lines worked by Companies.												
The Nizam's Guaranteed State	354	3,89,666	124	354	3,96,516	139	15,51,164	126	17,73,292	145	2,22,128	...
The Gaekwar's Dabhoi	59	17,918	34	72	24,371	39	98,276	48	1,30,236	60	31,960	...
The Gaekwar's Mehsána	27	7,549	32	27	6,360	27	38,736	41	33,622	36	...	5,114
The Gaekwar's Petlád	...	...	...	14	7,056	58	...	...	(*n*) 16,802	73	16,802	...
TOTAL	440	4,15,073	107	467	4,34,303	107	16,88,176	111	19,53,952	125	2,65,776	...
Native States Lines worked by the State.												
Rájpura-Bhátinda	...	(*o*)	...	108	97,680	104	(*o*)	...	(*p*) 2,02,040	84	2,02,040	...
Native States Lines.												
Jodhpore	124	46,275	42	124	54,095	50	2,43,873	57	2,60,233	61	16,360	...
Bhávnagar-Gondal-Junágarh-Porbandar	261	1,38,011	60	331	1,65,515	57	10,00,945	114	11,34,429	99	1,33,484	...
Morvi	68	22,332	37	94	41,327	50	1,28,087	54	1,99,552	61	71,465	...
TOTAL	453	2,06,618	52	549	2,60,937	55	13,72,905	89	15,94,214	84	2,21,309	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Asansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Tirhoot State Railway.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*f*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*g*) Includes Warora Colliery.
(*h*) Includes the Toungoo-Mandalay Railway.
(*i*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*j*) Total receipts from 1st July to 17th August 1889.
(*k*) Total receipts from 1st July to 16th August 1890.
(*l*) Total receipts from 1st January to 17th August 1889.
(*m*) Total receipts from 1st January to 16th August 1890.
(*n*) Total receipts from 5th May to 30th August 1890.
(*o*) Included with the North-Western Railway.
(*p*) Total receipts from 1st April to 30th August 1890.
* Although for convenience classed among the State Railways, the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, *18th September, 1890.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXI OF 1890-91.

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 31st August 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 30th August 1890. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 31st August 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 30th August 1890. Total.	Per mile open per week.	Total increase in 1890-91.	Total decrease in 1890-91.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
6th September 1890	East Indian (*a*)	1,526	6,52,170	428	1,526	6,40,722	420	1,82,53,650	544	1,67,73,049	500	...	14,80,601
6th ditto	Patna-Gya	57	6,856	120	57	5,293	93	1,86,111	148	1,86,980	149	869	...
30th August 1890	Bareilly-Pilibhit	36	2,057	57	36	2,794	78	42,043	56	40,726	54	...	1,317
6th September 1890	Bengal-Nágpur (*b*)	305	20,931	69	584	32,875	56	7,77,574	120	11,72,657	95	3,95,083	...
6th ditto	Indian Midland (*c*)	752	47,063	63	752	38,732	52	11,84,890	83	13,20,266	81	1,35,376	...
6th ditto	Rajputana-Malwa	1,671	2,44,611	146	1,672	2,14,000	128	85,23,897	234	67,91,025	187	...	17,32,872
30th August 1890	Southern Mahratta	856	61,672	72	1,042	72,248	69	18,35,056	97	18,89,663	85	54,607	...
30th ditto	Do. Mysore Section	296	22,824	77	296	25,861	87	3,32,506	66	4,73,955	73	1,41,449	...
30th ditto	Villupuram-Guntakal	83	5,400	65	83	3,621	44	1,08,702	60	1,01,595	56	...	7,107
16th September 1890	Bengal and North Western*(*f*)	649	62,807	97	691	61,621	89	19,63,026	138	18,74,958	130	...	88,068
	TOTAL	6,231	11,26,391	181	6,739	10,97,767	163	3,32,07,455	251	3,06,24,874	212	...	25,82,581
	State Lines worked by the State.							(*d*)		(*e*)			
6th September 1890	North Western	2,386	(*d*)5,47,421	229	2,399	(*e*) 4,74,392	198	1,15,81,747	222	1,06,23,920	204	...	9,57,827
30th August 1890	Oudh and Rohilkhand	692	1,12,175	162	692	1,00,374	145	33,10,973	217	28,81,374	189	...	4,29,599
30th ditto	Lucknow-Sitapur-Serámau	105	5,352	51	105	4,707	45	1,43,879	62	1,37,011	59	...	6,868
30th ditto	Eastern Bengal	747	2,49,604	334	767	2,64,010	344	38,86,577	251	41,03,095	245	2,16,518	...
30th ditto	Bengal Central†	125	14,901	119	125	11,930	96	2,97,982	108	2,71,000	99	...	26,982
30th ditto	Nalháti	27	1,847	68	27	1,150	42	41,441	69	40,638	68	...	803
30th ditto	Wardha Coal (*g*)	45	12,628	281	45	5,057	112	3,38,978	345	4,08,740	418	69,762	...
30th ditto	Cherra-Companyganj	7	341	49	8	454	57	2,813	17	5,994	34	3,181	...
30th ditto	Jorhát	25	1,349	53	25	1,484	59	26,353	48	25,392	46	...	961
30th ditto	Burma (*h*)	553	72,313	131	556	86,960	156	19,26,300	159	20,65,856	172	1,39,556	...
	TOTAL	4,712	10,17,931	216	4,749	9,50,578	200	2,15,57,043	211	2,05,63,020	200	...	9,94,023
	Lines worked by Guaranteed Companies.												
30th August 1890	Great Indian Peninsula (*i*)	1,440	3,42,807	238	1,440	3,75,637	261	1,41,81,697	450	1,48,92,351	475	7,10,654	...
6th September 1890	Bombay, Baroda and Central India	461	1,53,587	333	461	1,64,000	356	56,09,933	557	55,42,014	553	...	67,919
30th August 1890	Madras	840	1,78,600	213	840	1,77,933	211	39,51,887	215	39,29,939	215	...	21,948
30th ditto	South Indian	654	1,13,846	174	654	1,15,273	176	25,13,645	176	26,51,772	187	1,38,127	...
	TOTAL	3,395	7,88,840	232	3,395	8,31,943	245	2,62,57,162	354	2,70,16,076	367	7,58,914	...
	GRAND TOTAL (GUARANTEED AND STATE)	14,338	29,33,162	205	14,883	28,80,288	194	8,10,21,660	263	7,82,03,970	243	...	28,17,690
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,21,64,906	137	4,09,71,992	127	...	11,92,914
	NET RECEIPTS	...	...	...	...	...	...	3,88,56,754	126	3,72,31,978	116	...	16,24,776
	Assisted Companies.												
6th September 1890	Tárakeshwar	22	3,788	172	22	4,657	211	1,22,332	250	1,24,764	255	2,432	...
30th August 1890	Rohilkhand-Kumaun	67	6,326	94	67	6,120	91	1,40,870	100	1,34,636	96	...	6,234
16th ditto	Dibru-Sadiya	...	...	...	...	(*j*)	...	(*k*) 2,02,750	124	(*l*) 2,09,025	128	6,275	...
	TOTAL	89	10,114	114	89	10,777	121	4,65,952	128	4,68,425	129	2,473	...
	Native States Lines worked by Companies.												
30th August 1890	The Nizam's Guaranteed State	354	52,537	148	354	36,081	102	9,42,368	122	10,66,047	139	1,23,679	...
6th September 1890	The Gaekwar's Dabhoi	59	2,133	36	72	4,710	65	58,274	45	87,301	61	29,027	...
6th ditto	The Gaekwar's Mehsána	27	868	32	27	700	26	24,844	42	21,217	36	...	3,627
6th ditto	The Gaekwar's Petlád	...	...	...	14	1,410	101	...	...	(*m*) 16,802	73	16,802	...
	TOTAL	440	55,538	126	467	42,901	92	10,25,486	107	11,91,367	121	1,65,881	...
	Native States Lines worked by the State.												
6th September 1890	Rájpura-Bhátinda	...	(*n*)	...	108	13,074	121	(*n*)	...	2,02,040	86	2,02,040	...
	Native States Lines.												
6th September 1890	Jodhpore	124	4,687	38	124	6,300	51	1,46,910	54	1,61,652	60	14,742	...
30th August 1890	Bhávnagar-Gondal-Junágarh-Porbandar	261	14,011	54	331	18,488	56	5,88,639	104	7,15,858	99	1,27,219	...
30th ditto	Morvi	68	2,697	40	94	3,627	39	89,948	60	1,40,362	68	50,414	...
	TOTAL	453	21,395	47	549	28,415	52	8,25,497	84	10,17,872	85	1,92,375	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Asansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*e*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*f*) Includes the Tirhoot State Railway.
(*g*) Includes the Warora Colliery.
(*h*) Includes the Toungoo-Mandalay Railway.
(*i*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*j*) Return not received.
(*k*) Total receipts from 1st April to 24th August 1889.
(*l*) Total receipts from 1st April to 23rd August 1890.
(*m*) Total receipts from 5th May to 30th August 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, *18th September, 1890.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 39.} SIMLA, SATURDAY, SEPTEMBER 27, 1890.

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 Summary for August 1890.

General weather conditions of the month.

The meteorological conditions of the month of August in India are very similar to those of the month 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 period of the greatest extension of the monsoon currents, and hence that in which Upper India generally obtains the largest amount of rain. Temperature hence falls to some extent in Sind and the Western Punjab, which are, notwithstanding, in this as in the two 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 more 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 ran in a north-westerly direction from the Orissa Coast, instead of in the normal west-north-westerly direction across Northern India from Orissa.

The cyclonic storms which originate at the head of the Bay and advance landwards are another important feature of the month. Their track is mainly determined by the position of the trough of low pressure at the time of their origin. These storms always give more or less general rain, but the distribution of the rainfall depends largely upon the concentration of the cyclonic whirl and depression. If the depressions be shallow and extensive, the rainfall is generally moderate in amount and widely spread. If, on the other hand, they are deep and concentrated depressions, and hence of moderate extent, they give heavy or excessive rainfall to narrow belts of country, and are hence frequently a cause of severe local floods and inundations.

Strength of the monsoon currents during the month.

The Bombay or Arabian Sea monsoon was unusually strong during the first three weeks of the month, and the mail steamers reported strong monsoon gales and winds. The winds fell off rapidly in strength during the last ten days of the month. The mail steamer *Peshawar* which arrived at Bombay on the 25th experienced during her passage light monsoon winds, and the *Assam* arriving on the 1st reported a light monsoon and fine weather. The S.S. *Chelka* experienced in Lat. 9° N. and Long. 66°30′ E. on the 24th and 25th light airs and calms for upwards of thirty-six hours. Hence the accounts from ships agree in showing that the monsoon current in the Arabian Sea fell off rapidly in strength during the last ten days of the month. The mean force of the winds at the coast stations were almost identical with the normal, as is shown by the following data:

Station.	Average velocity of wind in miles per hour, August 1890.	Normal mean velocity of wind in miles per hour, August.
Kurrachee	17	17
Rajkot	12	12
Bombay	16	16
Ratnagiri	7	10
Karwar	3	3
Mangalore	3	3

The Bay of Bengal current was on the other hand much below its average strength during the greater part of the month. Hence the mean velocity of the winds during the month at the Bengal and Orissa Coast stations is considerably below the normal without exception. The following table gives data:

Station.	Average wind velocity for August 1890 in miles per day.	Normal wind velocity for August in miles per day.
Chittagong	134	144
Saugor Island	359	456
Balasore	123	144
False Point	228	288
Pooree	260	288
Gopalpore	248	360

Barometric depressions and cyclonic storms of the month.

There were six depressions during the month, of which three were land formed.

They were all shallow depressions, and only important as affecting the distribution of rainfall. They were in no case accompanied by strong or stormy winds. The following gives a brief account of these depressions:

(1) *Shallow depression of the 2nd to the 8th of August.*—This formed off the Ganjam Coast on the 1st and 2nd and remained almost unchanged in position and deepened slightly, but the depression never exceeded a tenth of an inch. It advanced rapidly in a north-west direction on the 6th and was transferred on the morning of the 7th to the area between Allahabad and Raipur. The depression filled up during the next twenty-four hours. This storm gave a moderately heavy burst of rain to Bengal, Behar, Chutia Nagpur and the eastern districts of the Central Provinces.

(2) *Shallow depression of the 10th and 11th of August.*—This depression formed in the afternoon of the 9th in the eastern districts of the Central Provinces. The depression was a large and shallow one, and probably did not exceed a sixth of an inch anywhere in the central area between Raipur, Cuttack, Hazaribagh and Jubbulpore. It advanced in a west-north-westerly direction into Bundelkhand during the next twenty-four hours, and was then filling up. It disappeared during the day. This disturbance gave a moderately heavy burst of rain to the Central Provinces.

(3) *Shallow depression of the 12th to the 16th of August.*—This depression formed in West Bengal, Behar and Chutia Nagpur on the afternoon of the 11th and morning of the 12th. The cyclonic circulation was imperfectly developed and somewhat irregular on the morning of the 12th. The storm drifted slowly westwards during the next three days. The centre was between Hazaribagh and Benares on the 13th and to the south-east of Sutna on the 14th. The amount of the depression in the central area did not exceed a tenth of an inch. The storm filled up slowly during the next forty-eight hours in Bundelhkand and the adjacent districts in the North-Western Provinces. The depression determined moderately heavy rain in Bengal, Behar, Chutia Nagpur, the North-Western Provinces (eastern districts), and moderate rain to the Central Provinces.

(4) *Shallow depression of the 19th to the 21st of August.*—This depression formed in the north-west angle of the Bay, and advanced in a northerly direction into Central Bengal on the 20th and filled up on the 21st. It was accompanied and followed by a strong inrush of humid winds which gave heavy rain to Bengal, more especially the northern districts for some days.

(5) *Shallow depression of the 26th and 27th of August.*—This like the previous was a very short-lived storm. It formed in the north-west of the Bay on the 25th and advanced in a northerly direction into Bengal on the 26th, and filled up rapidly. Like the previous storm it determined a strong inrush of moist winds into Bengal.

(6) *Shallow depression of the 29th and 30th of August in North Bengal.*—After the disappearance of the previous storm, heavy rain continued to fall in North Bengal. This concentrated rainfall gave rise to a shallow depression in North Bengal on the 29th. It advanced a little northwards and filled up during the course of the next twenty-four hours.

Pressure.

The chief barometric movements in India during the month were due to the cyclonic storms described above. As they were without exception very shallow, the pressure changes during the month were smaller and less marked than is generally the case in August. The following table gives the larger oscillations of the barometric differences or range of pressure between Upper and Southern India during the month. They indicate roughly the variations in the general strength of the monsoon currents (and 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 India.
1st	29·89	29·46	·43
2nd	29·87	29·34	·53
9th	29·87	29·53	·34
14th	29·88	29·43	·45
16th	29·88	29·51	·37
18th	29·88	29·45	·43
21st	29·89	29·62	·27
29th	29·88	29·52	·36
31st	29·88	29·53	·35

The average range of pressure over India is slightly less than the third of an inch. Hence during the first three weeks of the month the range was above the normal and was associated with a strong monsoon in the Arabian Sea.

The mean pressure of the month for the whole of India was ·032″ in excess of the normal mean. The following table gives the barometric anomalies or

local pressure variations in different Provinces, and the corresponding anomalies for the preceding months of June and July for comparison:

Province.	Barometric anomaly.		
	June.	July.	August.
Burma	+·021	+·024	—·010
Bengal	+·013	—·001	—·003
Assam	+·015	—·003	—·012
Behar and Chutia Nagpur	+·007	—·014	—·009
North-Western Provinces	—·008	—·021	0
Punjab	—·015	—·046	—·008
Sind and Rajputana	—·016	—·022	+·008
Central India	—·012	+·001	+·009
Central Provinces	+·008	+·013	+·013
Bombay	+·002	+·019	+·012
Madras	—·008	+·023	—·006

The preceding table shows that the barometric anomalies were small over the whole country, and that they were similar in character with one or two exceptions to the provincial anomalies of the preceding month.

The only important feature was a moderate local excess in the region included between the stations of Surat, Neemuch, Khandwa and Ratnagiri. The following gives data for the stations in this area:

	Anomaly.
Surat	+·027
Indore	+·026
Khandwa	+·023
Malegaon	+·022
Poona	+·021
Ratnagiri	+·027
Bombay	+·017

It was in consequence of this excess of pressure in that area that the trough of low pressure ran in a more northerly direction than usual. This feature, it may be noted, has been a very persistent feature of the meteorology of the past four months.

Temperature.

The temperature conditions of the month do not call for much remark. The month was one of fairly steady rainfall over the greater part of the country, and the rainfall was in excess over a considerable portion of Northern India. Hence temperature was generally below the normal during the month.

The variations of the mean temperature from the normal from week to week and for the whole month for different districts are shown 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.
	4th.	11th.	18th.	25th.	1st September.
	°	°	°	°	°
Burma	+0·1	—1·2	+0·6	—1·1	—0·2
Bengal	—2·4	—0·1	+0·1	—1·4	—0·7
North-Western Provinces . . .	—3·7	—0·8	—0·6	—1·1	—0·9
Punjab	—2·5	—5·0	—0·6	—3·6	—2·6
Bombay	—1·7	—1·3	—1·1	—0·4	—0·9
Central Provinces and Berar . .	—0·6	+0·1	—2·9	—0·9	—0·9
Guzerat and Central India . . .	—1·2	—0·1	—2·6	—1·3	—1·4
Sind and Rajputana	—0·3	—0·6	—2·8	—1·8	—1·3
Madras	—3·1	—1·3	—0·2	—1·2	—1·2

The mean temperature of the month was below the average in all districts. The deficiency was large in the Punjab (2·6°) and moderate in Guzerat and Central India (1·4°), Sind and Rajputana (1·3°) and Madras (1·2°) and less than 1° in other Provinces.

The deficiency was slightly greater in the maximum than in the minimum temperatures. The following gives the variations in the mean monthly maximum and minimum temperatures of 3° or upwards:

Station.	Variation of mean maximum temperature of month from normal.	Variation of mean minimum temperature of month from normal.
Sialkot	—6·7	.....
Lahore	—5·3	—3·0
Peshawar	—4·3	.....
Rawalpindi	—4·2	.....
Gorakhpur	—3·2	.....
Hyderabad (Sind)	—3·6	.....
Madras	—3·1	.....

The hottest part of India during the month included Upper Sind and the West Punjab. The following are the highest maximum temperatures recorded in that area during the month:

Sind ...	Jacobabad ...	...	107·4° on the 2nd.
West Punjab	Montgomery ...	...	105·9° on the 1st.
	Dera Ismail Khan ...	...	104·5° on the 2nd.
	Mooltan ...	...	104·2° on the 12th.

Rainfall.

It has already been pointed out that, although there were a large number of depressions during the month, they were very shallow, and hence influenced the distribution of rainfall to a less extent than might be expected.

During the first three days of the month the rainfall was light in North-Western India, but was heavy along the foot of the hills in Northern India and was moderate in amount in other districts, more especially in Bengal in consequence of the pressure for several days of a small depression (the first of the month) in the Bay of Bengal off the Ganjam Coast. No important change occurred until this depression advanced inland, when moderate to heavy rain was received on the 8th and 9th in Bengal, Behar, Chutia Nagpur and the Central Provinces, and extended into Central India, Rajputana and the North-Western Provinces on the 10th and 11th. The areas of heaviest rainfall during the first ten days of the month were,—*1st,* the foot of the hills from Assam to the Punjab; *2nd,* Burma; *3rd,* the West Coast districts of the Peninsula; and *4th,* the greater part of Central India and the Central Provinces.

In the second week of the month ordinary monsoon weather prevailed in North-Eastern India, the Peninsula and the Central Provinces, and those districts received fairly general though on the whole moderate rain. In consequence of the peculiar conditions, although little rain fell over the greater part of North-Western India, heavy rain was received in the montane and submontane districts of the Punjab and North-Western Provinces. The chief feature of the rainfall of the week was the excessive amounts received in the districts at the foot of the hills from Punjab to Assam and also in Sind, where unusually large amounts were obtained. For example, Kotri received 5½ inches and Shikarpur 6½ inches.

During the third week of the month (ending on the 25th) the conditions became less favourable for rainfall in North-Western India, and the amounts received were small except near the hills. On the other hand the rainfall was very largely determined to Assam, North Bengal and Behar, and the amounts received in these districts were largely in excess. There was a considerable deficiency in the west of the Peninsula (Malabar, Coorg, Khandeish and the South Deccan) and also in the western districts of the North-Western Provinces and some parts of the Punjab and Rajputana. Elsewhere the rainfall was practically normal.

The conditions during the last week of the month were similar to those of the preceding week, but were more strongly marked. Assam and North Bengal again received excessive rain and Burma and North Madras moderately heavy rain. No rain fell over a large part of North-Western India, including the south and centre of the Punjab, Sind, West Rajputana and the western districts of the North-Western Provinces. In other districts the rainfall was light to moderate. The rainfall of the month was more or less in excess

over the greater part of Northern and Central India, and was in defect in Burma and the greater part of the Peninsula. The areas of greatest excess included Behar, which received an average of 19·17 inches, or 50 per cent. more than its normal amount; North Bengal, which received an average of 22·41 inches, or 27 per cent. more than its normal amount; and the West Punjab, which received an average of 10·30 inches, or nearly double its normal amount; and Sind, which obtained 58 per cent. above its average. There was a moderate excess in the North-Western Provinces, East Punjab, Assam, the Central Provinces and the Konkan.

There was a large deficiency in Berar and Khandeish, which barely obtained half of their normal fall of the month; Malabar, in which the deficiency averaged 6·62 inches, or 32 per cent. of the normal amount; and Burma, where it averaged 7·57 inches, or 28 per cent. of the normal. There was a moderate deficiency averaging about 20 per cent. in the following divisions: Orissa, Lower Bengal, Rajputana Central India, the Carnatic, Mysore and Guzerat, and a very slight deficiency in the Deccan and Hyderabad.

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.	No. of stations.	Normal average rainfall in August.	Actual average rainfall in August 1890.	Difference from the average in August 1890.
Punjab, West	8	5·48	10·30	+ 4·82
„ East	4	9·42	9·54	+ 0·12
North-Western Provinces, Trans-Gangetic	8	13·95	15·06	+ 1·11
„ „ Cis-Gangetic	4	10·23	10·64	+ 0·41
Behar	2	12·75	19·17	+ 6·42
North Bengal	6	17·66	22·41	+ 4·75
Assam—Cachar	3	16·02	17·82	+ 1·80
Lower Bengal and Chutia Nagpur	10	14·67	11·23	— 3·44
Orissa—North Circars	8	9·01	6·82	— 2·19
Central Provinces, South	7	12·34	12·51	+ 0·17
Berar—Khandeish	2	6·78	3·53	— 3·25
Rajputana, Central India, Saugor, and Nurbudda	9	11·89	9·35	— 2·54
Sind—Cutch	3	1·99	3·14	+ 1·15
Guzerat	3	7·70	6·15	— 1·55
Konkan	4	15·30	17·77	+ 2·47
Deccan—Hyderabad	6	6·21	6·19	— 0·02
Malabar	5	20·69	14·07	— 6·62
Mysore—Bellary	4	5·06	4·01	— 1·05
Carnatic	8	4·04	3·21	— 0·83
Burma	8	27·17	19·60	— 7·57
Ceylon	1	5·22	0·73	— 4·49

JOHN ELIOT,

SIMLA, *21st September, 1890.* *Meteorological Reporter to the Government of India.*

W. C. BENETT,

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, September 22nd, 1890.

The unsettled weather which prevailed last week has continued during the week under review, though both the area of rainfall and the amount have been somewhat less. There has been no practical change in the distribution of pressure and the circulation of the winds during the week. An area of low pressure has prevailed over the Punjab, and from this area an arm of low pressure has extended south-eastward as far as the Bay of Bengal, where it has enclosed a well marked depression. The only important change has been in the intensity of these conditions, that is to say, in the steepness of the gradients which have surrounded the depression over the Bay or intervened between the low pressure area in the North and the high pressure area in the South. As these conditions have varied, the strength of the wind currents have changed and the extent of the rainfall area has increased or diminished. Throughout the week, however, there has been very little rain on the plains of North-Western India, while on the West Coast any rain which has fallen has been light and occurred as passing showers. On the hills in the North-West, on the contrary, there has been some heavy rain, accompanied with strong squally winds.

On the 16th the chart showed well marked depressions—one over the west of the Punjab, the other over the Circars Coast, with moderately steep surrounding gradients. The winds circulated cyclonically around these two depressions, but the force was about normal, only exceeding it in a few instances. The weather was fine on the plains of North-Western India, and in the Central Provinces and Madras the only rain reported fell as scattered showers, but in the other Provinces rain was general and heavy for the time of year. On the 17th, though there was no change in the general distribution, there had been a falling off in the steepness in the gradients, and there was less regularity and less force in the cyclonic circulations. Rain was also less general. In Burma, West Bengal and the North-West Provinces rain was general and in places heavy, but outside these Provinces the fall decreased to scattered showers and in the North-West ceased altogether. On the 18th cyclonic conditions intensified again, but, except that there was a heavy burst of rain over the Himalayas from Ranikhet to Simla as well as over the neighbouring plains, there was little change in the weather. On the 19th the Punjab depression had disappeared, while the Bay low pressure area had become large and diffused and had advanced westward over the central parts of India. Rain was confined generally to the Bay area and the central parts of India and of the Peninsula. Except in one or two places the amounts were not large. On the 20th the Punjab depression reappeared, but in all other parts of Northern India the barometer was very uniform and the winds light and variable. Over the Peninsula moderate gradients prevailed, with general westerly to north-westerly winds. Rain had fallen over the Peninsula, the Central Provinces and North-Eastern India. On the 21st gradients increased again, and on the 22nd the distribution was almost precisely similar to that which had prevailed at the commencement of the week, *viz.*, one depression over the Punjab

and another off the Circars Coast, with steepish gradients and a strong cyclonic circulation of the winds. Rain was falling except in the North-West.

Temperature has varied a good deal during the week. The first two days had a lower temperature than the normal, but from the 18th to the 21st there was a slight excess which however gave way and was succeeded by a slight deficiency on the 22nd.

The following table shows the variations in the mean temperature according to Provinces for the present and the past weeks :

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	+ 0·4°	— 0·6°
Bengal	+ 0·9°	— 0·5°
North-West Provinces	+ 1·7°	— 1·0°
Punjab	— 0·4°	+ 1·3°
Bombay	— 0·4°	— 0·3°
Central Provinces	+ 2·3°	+ 0·7°
Guzerat and Central India	+ 1·6°	— 0·1°
Sind and Rajputana	+ 1·5°	+ 1·3°
Madras	— 0·7°	— 1·3°

Rain.—The distribution of rain has in its main features been the same as that reported last week, the most important difference being the unusually heavy rain in the North-West Provinces and Oudh. Four divisions (as compared with three last weeks), *viz.*, the Punjab (South) and (West), Sind and Rajputana (West) report no rain throughout the week, while six other divisions—four in North-West India and two in the south-east of the Peninsula—had each an average fall of less than 0·25 inch. The heaviest average fall was 8½ inches in Oudh (North), followed by 7 inches in Tenasserim, by 5½ inches in the East Coast (North (*a*)) division and by 5 inches in the submontane division of the North-West Provinces. The third column of the concluding table shows that a t eighteen of the rainfall divisions the amount received was in excess of the normal average and at thirty-two in defect. The regions of excessive rain comprise Orissa, Chota Nagpur, North Behar, the whole of the North-West Provinces, the hill districts of the Punjab, Berar, the west and centre of the Central Provinces and a large part of the eastern side of the Peninsula. In all other parts of India there has been a deficiency.

The following are the divisions according to the final column of the table where the seasonal rains are deficient by more than 10% of the average fall :—Tenasserim, Deltaic Bengal, Punjab (South), Malabar, Coorg, Mysore, Khandeish, Central Provinces (West), Kattiawar, Central India (West) and East Coast (Central). The only change as compared with last week is the addition of Central India.

The only region where the maximum falls have been large is the district running along the foot of the hills from Bengal to the North-West Provinces. The following are the principal amounts :—Bhagatpur (Jalpaiguri), 16⅓ inches; Hydergarh (Barabanki), 13¾ inches; Kaisarganj (Bahraich), 14¾ inches; Nighanson (Kheri), 18½ inches; Biswan (Sitapur), 13⅓ inches; Man (Banda), 11 inches; Pilibhit, 13¾ inches; Baheri (Bareilly), 10⅓ inches; Champooh (Kumaun), 23¾ inches.

PROVINCE.	DIVISION.	Rainfall Data for week ending September 22nd, 1890. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect, in inches.	Rainfall Data from May 27th to September 22nd, 1890. Average actual rainfall of season to date.	Average normal rainfall, May 27th to September 22nd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	6·96	7·46	—0·50	122·79	155·76	— 21
	Lower Burma	3·43	2·84	+0·59	75·93	76·50	— 1
	Central Burma	2·16	2·36	—0·20	56·13	60·76	— 8
	Upper Burma	1·89	?	?	18·76	?	?
	Arakan	3·03	6·60	—3·57	164·69	156·95	+ 5
Bengal and Assam	Eastern Bengal	1·28	3·16	—1·88	64·74	69·70	— 7
	Assam (Surma)	3·75	3·78	—0·03	111·09	77·62	+ 43
	Do. (Brahmaputra)	3·06	2·46	—0·60	63·37	57·39	+ 10
	Deltaic Bengal	1·12	2·13	—1·01	36·32	44·09	— 18
	Central Bengal	1·06	2·28	—1·22	44·18	44·25	0
	North Bengal	4·03	4·48	—0·45	98·49	80·55	+ 22
	Orissa	2·86	2·54	+0·32	42·30	42·03	+ 1
	Chota Nagpur	2·21	1·74	+0·47	39·77	43·11	— 8
	Behar (South)	1·24	1·44	—0·20	43·16	34·86	+ 24
	Do. (North)	2·38	1·96	+0·42	53·91	40·19	+ 34
North-Western Provinces and Oudh.	North-Western Provinces (East)	4·31	1·79	+2·52	42·35	32·90	+ 29
	Oudh (South)	4·48	1·91	+2·57	42·79	31·94	+ 34
	Do. (North)	8·54	2·16	+6·38	53·73	33·85	+ 59
	North-Western Provinces (Central).	1·63	1·25	+0·38	30·18	27·50	+ 10
	North-Western Provinces (West).	0·89	0·84	+0·05	31·34	26·63	+ 18
	North-Western Provinces (Submontane).	4·97	1·72	+3·25	50·96	37·55	+ 36
Punjab	Punjab (South)	0	0·29	—0·29	10·17	11·75	— 13
	Do. (Central)	0·32	0·63	—0·31	22·70	20·51	+ 1
	Do. (Submontane)	0·31	0·78	—0·47	21·93	23·62	— 8
	Do. (Hill Districts)	2·71	1·94	+0·77	71·45	72·81	— 2
	Do. (North-West)	0·15	0·59	—0·44	20·55	17·48	+ 18
	Do. (West)	0	0·18	—0·18	5·49	6·01	— 7
Bombay and Malabar Coast Districts (Madras).	Malabar	0·88	2·12	—1·24	72·43	87·97	— 18
	Madras (South Central)	0·35	0·96	—0·61	20·19	12·56	+ 61
	Coorg	1·20	2·71	—1·51	66·22	86·58	— 24
	Mysore	0·26	0·65	—0·39	9·86	16·22	— 39
	Konkan	2·56	2·89	—0·33	126·06	96·62	+ 30
	Bombay Deccan	0·79	1·03	—0·24	24·69	27·37	— 10
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·89	1·42	—0·53	17·35	22·02	— 21
Central Provinces and Berar.	Berar	2·73	1·65	+1·08	33·43	32·39	+ 3
	Central Provinces (West)	2·33	1·45	+0·88	31·32	39·47	— 21
	Ditto (Central)	2·36	1·64	+0·72	47·93	46·75	+ 3
	Ditto (East)	1·91	1·92	—0·01	42·31	45·73	— 7
Bombay (North)	Guzerat	0·04	1·78	—1·74	34·08	36·67	— 7
	Kattiawar	0·21	0·98	—0·77	15·28	25·98	— 41
	Sind	0	0·08	—0·08	5·71	4·33	+ 32
Rajputana and Central India.	Central India (East)	0·71	1·23	—0·52	31·86	33·18	— 4
	Rajputana (East), Central India (West).	0·04	0·83	—0·79	22·63	25·51	— 11
	Rajputana (West)	0	0·64	—0·64	12·04	12·35	— 3
Madras	East Coast (North)	3·64	1·66	+1·98	24·00	20·70	+ 16
	Ditto (*a*)	5·55	2·86	+2·69	51·80	51·91	0
	Hyderabad (South)	1·85	1·15	+0·70	26·01	19·07	+ 36
	Madras (Central)	1·39	1·09	+0·30	14·02	14·16	— 1
	East Coast (Central)	0·81	0·98	—0·17	12·96	15·59	— 17
	Ditto (South)	0·15	1·04	—0·89	15·93	12·76	+ 25
	Madras (South)	0·12	0·63	—0·51	7·14	6·53	+ 9

SIMLA, *25th September, 1890.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

W. C. BENETT,
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 20th September.*—Rainfall general, good in three districts, fair in four and slight elsewhere. More rain wanted in Nellore, Cuddapah and several of the southern districts. Standing crops generally good, but suffering from want of rain or water in parts of four districts. Outturn of grains generally below average. No large fluctuations in prices. Prospects fair.

Bombay.—*For week ending 24th September.*—Rain moderate throughout the Deccan and Konkan, but slight in other parts of the Presidency Proper. Standing crops withering in parts of Dharwar and Kattiawar; damaged in a few talukas by blight, rats or insects; otherwise good. Agricultural operations progressing in several districts. Fodder sufficient and agricultural stock healthy, except in a few talukas.

Bengal.—*For week ending 23rd September.*—Rainfall during the week has been fairly general and has improved the prospect of the winter rice crop which however is still in want of more rain in many districts. *Aus* and jute harvests are nearly over, and the general outturn is estimated as fair. Except in the flooded localities in Central Bengal, nearly the whole of the submerged crops have been destroyed. The people are in great distress, and agricultural loans and charitable relief are being given to them in Behar and parts of Chota Nagpur. The *bhadoi* harvest has yielded but a very poor outturn on account of the floods, but the prospect of the winter rice crop is on the whole promising. In parts of Orissa and in the Singbhoom district the rice crop has already suffered some damage from the recent drought and is expected to be rather short. Prices of rice continue generally high and steady.

North-Western Provinces and Oudh.—*For week ending 24th September.*—Rain has fallen in all districts which has much improved the prospects of the *kharif* and other crops, but more rain is needed in the western districts. Ploughing for *rabi* is in progress, and cutting of rice has commenced. Locusts appeared in two tahsils of the Agra district, doing slight damage to crops. Supplies are sufficient, but prices are still fluctuating, though they show a tendency to fall in several districts.

Punjab.—*For week ending 24th September.*—Rain has fallen in two districts. Prices unsettled and rising in two districts, falling in one and stationary elsewhere. Harvesting of *kharif* crops commenced. Ploughings and sowings of *rabi* crops in progress. Condition of crops is said to be good to average. Crops suffering for want of rain in most districts. Fodder insufficient in only one district.

Central Provinces.—*For week ending 24th September.*—Prospects continue generally favourable. More rain is still required in the Nimar and

Raipur districts, in the latter of which the rice crop is being damaged in places by insects. Excessive rain has proved injurious to *juar* in the Bhandara district and *til* and cotton in the Bilaspur district.

Burma.—*For week ending 20th September.*—Rain fell throughout Lower Burma and was sufficient, except in the north of one district. The crop, especially on high land, promises well, but in portions of three districts low lands have been flooded. In Upper Burma there was heavy rain in four districts and fair rainfall in two; elsewhere it was light. Rain is wanted in eight districts. The crop prospect has improved in two districts, and the cotton crops are good in two. The price of paddy has fallen in seven districts, but has risen in two.

Assam.—*For week ending 24th September.*—Weather seasonable. Reaping of early and transplanting of late rice nearly finished. Ploughing for pulses begun. Prospects of crops generally good.

Mysore and Coorg.—*For week ending 24th September.*—Rainfall general, but slight. Standing crops in good condition, but more rain wanted in three districts. Prospects fair. Prices slightly fallen in one district.

Light rain in North Coorg only. Rice crops suffering elsewhere.

Berar and Hyderabad.—*For week ending 24th September.*—Average rainfall over 2 inches in Berar. Weather cloudy. *Kharif* crops in good condition. Land under preparation for next *rabi* crops. Weeding operations continue. Fodder sufficient. Prices almost stationary.

Rainfall moderate in Hyderabad. Weeding of *abi* continues. Standing crops thriving. Water in tanks still insufficient. Prices stationary.

Central India.—*For week ending 24th September.*—Slight rain in most parts of Central India during the week, Gwalior receiving over 1 inch. Standing crops in parts of one Agency suffering from want of rain. *Rabi* sowing commenced in one Agency. Prices of food-grains steady.

Rajputana.—*For week ending 24th September.*—Good rain in Kherwara and slight in five Agencies. Standing crops damaged by locusts in three and for want of rain in four Agencies and Ajmere. Agricultural stock good, except in parts of Ulwar. Fodder insufficient in five Agencies and Ajmere. Prices rising in five States and two Agencies.

Nepal.—*For week ending 18th September.*—Rainfall slight. Weather cool in the morning and evening. Harvesting of early rice continues with good outturn. Prospect of late rice promising.

W. C. BENETT,
Offg. 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 AUGUST 1890.

No. I.—As to Age and Sex.

	Trinidad.				Surinam.				Demerara.				Total.		
	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Grand Total.
Under 2 years	4	8	12	37·90 per every 100 men.	12	17	29	39·34 per every 100 men.	13	17	30	51·25 per every 100 men.	29	42	71
From 2 to 10 years	43	27	70		28	27	55		27	35	62		98	89	187
„ 10 to 20 „	74	41	115		57	23	80		69	50	119		200	114	314
„ 20 to 30 „	177	56	233		261	105	366		189	85	274		627	246	873
„ 30 to 40 „	54	19	73		69	24	93		60	28	88		183	71	254
„ 40 to 50 „	1	...	1		7	3	10		...	...	...		8	3	11
Above 50 years	...	..	...		...	...	...		...	...	...		...	...	...
GRAND TOTAL	353	151	504		434	199	633		358	215	573		1,145	565	1,710

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Trinidad.			Surinam.			Demerara.			Total.		Grand Total.
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	
Orissa	...	...	...	...	...	...	...	...	...	...	...	...
Western Bengal	8	3	11	1	...	1	...	...	...	9	3	12
Central ditto	1	...	1	1	...	1	...	...	...	2	...	2
Eastern ditto	2	...	2	1	...	1	...	...	..	3	...	3
Behar	73	31	104	159	74	233	38	26	64	270	131	401
North-Western Provinces	183	88	271	220	106	326	228	132	360	631	326	957
Oudh	77	29	106	44	16	60	87	56	143	208	101	309
Central India	...	...	...	...	...	...	...	...	...	...	...	...
Punjab	5	...	5	1	...	1	...	...	...	6	...	6
Nepal and Native States	4	...	4	7	3	10	4	...	4	15	3	18
Mixed, Bombay, Madras and miscellaneous	...	...	...	...	...	...	1	1	2	1	1	2
GRAND TOTAL	353	151	504	434	199	633	358	215	573	1,145	565	1,710

No. III.—As to Caste and Religion.

Brahmins and high castes	42	12	54	66	23	89	21	14	35	129	49	178
Agriculturists	94	45	139	130	61	191	122	70	192	346	176	522
Artisans	22	12	34	21	10	31	16	7	23	59	29	88
Low castes	141	57	198	149	66	215	145	85	230	435	208	643
Musulmans	47	21	68	66	39	105	44	34	78	157	94	251
Christians	7	4	11	2	...	2	10	5	15	19	9	28
GRAND TOTAL	353	151	504	434	199	633	358	215	573	1,145	565	1,710

Memo.

	Males.	Females.	Total.
1. Hindus	969	462	1,431
2. Musulmans	157	94	251
3. Christians	19	9	28
TOTAL	1,145	565	1,710

W. C. BENETT,
Offg. Secretary to the Government India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXII OF 1890-91.

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 September 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 6th September 1890. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 7th September 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 6th Sept. 1890. Total.	Per mile open per week.	Total increase in 1890-91.	Total decrease in 1890-91.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
13th September 1890	East Indian (*a*)	1,526	6,98,052	458	1,526	6,68,159	438	1,89,51,702	540	1,74,53,643	497	...	14,98,059
13th ditto	Patna-Gya	57	14,101	247	57	5,522	97	2,00,212	152	1,93,886	147	...	6,326
30th August 1890	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 42,043	56	(*d*)40,726	54	...	1,317
13th September 1890	Bengal-Nágpur (*e*)	305	20,674	68	584	34,675	59	7,98,248	115	12,36,811	96	4,38,563	...
13th ditto	Indian Midland (*f*)	752	40,006	53	752	40,337	54	12,24,896	82	13,61,012	80	1,36,116	...
13th ditto	Rajputana-Malwa	1,672	2,43,098	145	1,672	2,24,000	134	87,66,995	230	70,15,127	185	...	17,51,868
6th ditto	Southern Mahratta	856	54,574	64	1,042	81,042	78	18,89,030	96	19,75,186	85	85,556	...
6th ditto	Do. Mysore Section	296	17,817	60	296	30,467	103	3,50,323	66	5,02,599	74	1,52,276	...
6th ditto	Villupuram-Guntakal	83	4,397	53	83	3,910	47	1,13,099	60	1,05,506	56	...	7,593
13th ditto	Bengal and North Western* (*g*)	649	58,013	89	691	66,688	97	20,21,039	136	19,41,646	128	...	79,393
	TOTAL	6,196	11,50,732	186	6,703	11,54,800	172	3,43,58,187	248	3,18,26,142	210	...	25,32,045
	State Lines worked by the State.							(*h*)		(*i*)			
13th September 1890	North Western	2,386	(*h*)4,54,946	191	2,399	(*i*) 4,96,138	207	1,20,36,693	221	1,11,20,058	204	...	9,16,635
6th ditto	Oudh and Rohilkhand	692	97,094	140	692	1,07,140	155	34,08,067	214	29,81,525	187	...	4,26,542
6th ditto	Lucknow-Sitapur-Serámau	105	4,235	40	105	4,911	47	1,48,114	61	1,42,000	59	...	6,114
6th ditto	Eastern Bengal	747	2,80,835	376	763	2,24,560	294	41,67,412	257	43,27,655	248	1,60,243	...
6th ditto	Bengal Central†	125	10,041	128	125	8,820	71	3,14,023	109	2,79,820	97	...	34,203
6th ditto	Nalháti	27	1,894	69	27	900	33	43,335	69	41,538	66	...	1,797
6th ditto	Wardha Coal (*j*)	45	8,099	180	45	22,646	503	3,47,077	338	4,40,921	431	93,844	...
6th ditto	Cherra-Companyganj	7	305	43	8	446	56	3,118	18	6,440	35	3,322	...
6th ditto	Jorhát	25	1,682	67	25	1,549	61	28,035	49	26,941	46	...	1,094
6th ditto	Burma (*k*)	553	74,490	135	556	85,430	154	20,00,790	158	21,53,194	171	1,52,404	...
	TOTAL	4,712	9,39,621	199	4,745	9,52,540	201	2,24,96,664	211	2,15,20,092	200	...	9,76,572
	Lines worked by Guaranteed Companies.												
6th September 1890	Great Indian Peninsula (*l*)	1,440	3,94,939	275	1,440	4,91,633	342	1,45,76,636	442	1,53,90,569	470	8,13,933	...
13th ditto	Bombay, Baroda and Central India	461	1,54,781	336	461	1,77,000	384	57,64,714	547	57,25,428	547	...	39,286
6th ditto	Madras	840	1,55,654	185	840	1,62,624	194	41,07,541	214	40,96,130	215	...	11,411
6th ditto	South Indian	654	1,16,132	178	654	1,10,448	169	26,29,777	176	27,62,821	186	1,33,044	...
	TOTAL	3,395	8,21,506	242	3,395	9,41,705	277	2,70,78,668	349	2,79,74,948	363	8,96,280	...
GRAND TOTAL (GUARANTEED AND STATE)		14,303	29,11,859	204	14,843	30,49,045	205	8,39,33,519	260	8,13,21,182	241	...	26,12,337
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,39,90,933	136	4,29,58,100	127	...	10,32,833
	NET RECEIPTS	...	...	...	...	...	...	3,99,42,586	124	3,83,63,082	114	...	15,79,504
	Assisted Companies.												
13th September 1890	Tárakeshwar	22	3,612	164	22	4,501	205	1,25,944	246	1,28,371	251	2,427	...
30th August 1890	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 1,40,870	100	(*d*)1,34,636	96	...	6,234
30th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 2,10,857	123	(*d*)2,18,358	128	7,501	...
	TOTAL	22	3,612	164	22	4,501	205	4,77,671	125	4,81,365	127	3,694	...
	Native States Lines worked by Companies.												
6th September 1890	The Nizam's Guaranteed State	354	41,742	118	354	45,951	129	9,84,110	121	11,11,998	139	1,27,888	...
13th ditto	The Gaekwar's Dabhoi	59	2,369	40	72	6,630	92	60,643	45	93,863	63	33,220	...
13th ditto	The Gaekwar's Mehsána	27	722	26	27	700	26	25,566	41	21,875	36	...	3,691
13th ditto	The Gaekwar's Petlád	...	...	...	14	1,210	89	...	...	(*m*) 18,127	74	18,127	...
	TOTAL	440	44,833	102	467	54,491	117	10,70,319	106	12,45,863	120	1,75,544	...
	Native States Lines worked by the State.												
13th September 1890	Rájpura-Bhátinda	...	(*n*)	...	108	13,074	121	(*n*)	...	2,15,114	88	2,15,114	...
	Native States Lines.												
13th September 1890	Jodhpore	124	5,263	42	124	4,900	40	1,52,173	54	1,66,304	59	14,131	...
6th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	261	14,130	54	331	24,572	74	6,02,769	101	7,40,675	98	1,37,906	...
6th ditto	Morvi	68	2,767	41	94	4,300	46	92,715	59	1,44,999	67	52,284	...
	TOTAL	453	22,160	49	549	33,772	62	8,47,657	82	10,51,978	84	2,04,321	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 31st August 1889.
(*d*) Total receipts from 1st April to 30th August 1890.
(*e*) Includes the Ásansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes the Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 6th August 1890.
(*n*) Included with the North-Western Railway.

* Although for convenience classed among the State Railways, the Bengal and North-Western Section of this line is the property of the Bengal and North-Western Railway Company.

† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, *25th September, 1890.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 40.] CALCUTTA, SATURDAY, OCTOBER 4, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 3	12 14	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	11 13	11 13	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14⅔	17 14⅔
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 3	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	12 14	12 14	...	...	...	...	...	...	...	...	11 2	11 2	...	20 8	...	...	143 0	143 0	14 3	14 3
Rangoon	7 6	7 6	...	...	9 4	9 4	11 2	10 3	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 13	11 11	12 5	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	11 5	11 11	16 5	16 6	...	...	...	...	...	...	...	...	10 5	10 14	...	...	...	...	221 12	216 11	15 12	15 4
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	11 7	11 7	13 4	13 4	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 6	14 6
Henzada	...	...	...	...	10 9	10 9	10 9	10 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 5	10 5	14 12	13 15	...	...	...	...	...	...	...	...	11 14	11 14	...	...	9 6	9 6	193 3	193 3	18 14	18 14
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	13 6	13 6	...	...	10 12	10 12	13 13	13 13	...	...	...	...	...	...	...	...	16 0	12 12	32 3	32 3	...	...	326 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	10 7	10 0	...	...	10 13	10 5	12 3	11 10	...	...	...	...	...	...	...	...	9 7	10 0	28 0	25 2	8 5	8 15	63 0	60 0	19 0	16 0
Arakan—																										
Sandoway	...	...	...	...	25 0	20 9	33 3	27 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 14	12 0
Kyaukpyu	...	...	...	...	16 13	16 9	18 6	18 1	...	...	...	...	...	...	...	...	6 0	6 0	*	...	...	...	333 0	333 0	13 8	13 8
Akyab	...	...	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	120 0	120 0	8 0	11 0
Assam—																										
Surma—																										
Sylhet	10 4	13 4	...	...	10 10	10 10	13 0	12 4	...	...	...	...	...	...	...	...	15 2	14 8	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	8 14⅔	8 12	...	...	9 8	8 0	11 0	10 0	...	...	...	...	...	...	...	...	13 5⅓	13 0	...	...	...	...	80 0	80 0	9 6⅔	9 8
Khási and Jaintiá Hills	...	...	...	...	6 0	6 8	7 0	8 0	...	...	...	...	...	...	...	...	9 0	9 0	16 0	16 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	11 0	10 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goalpára	16 0	16 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	18 0	80 0	80 0	9 0	9 0
Kámrup	10 0	10 0	...	...	7 0	7 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	7 [illegible]	[illegible] 0	...	...	10 8	10 8	12 8	12 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	150 0	8 0	9 0
Nowgong	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	9 0	8 0	...	...	...	...	420 0	120 0	9 0	9 0
[illegible]gar	...	...	...	...	6 8	6 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	120 0	140 0	9 0	9 0
[illegible]kimpur	9 6	9 0	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
[illegible] Tracts	...	...	...	...	11 6½	11 6½	12 5	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
[illegible]merah	6 0	[illegible] 0	...	...	9 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	8 0
[illegible] Hills	...	...	...	...	4 0	4 0	9 0	8 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	60 0	60 0	4 4	4 4
Eastern—																										
Backergunge	...	...	...	...	11 10	11 14	13 4	13 5	...	...	...	...	...	...	...	...	17 12	15 4	...	...	12 14†	12 13†	100 0	100 0	10 10	10 0
Noakholly	...	...	...	...	11 0	11 0	12 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	11 0	11 0	14 12	14 12	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	110 0	110 0	10 0	10 0
Tipperah	11 7	14 8[*]	...	...	8 6⅔	8 14	12 5	13 5	...	...	...	...	...	...	...	...	10 0	9 2⅔	...	...	6 10½	6 6⅔	...	...	9 6½	9 6½
Dacca	12 0	12 0	13 0	13 0	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 1½	11 1½	90 0	90 0	9 8	9 8
Mymensingh	11 8	11 8	...	...	11 0	11 0	13 8	13 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	13 0	13 0	...	...	9 8	9 8
Deltaic—																										
Khoolna	...	...	...	...	10 8	11 3	12 8	13 1	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	140 0	140 0	8 0	8 8
24-Pergunnahs	14 8	15 0	18 12	18 0	8 0	8 0	14 0	13 4	...	...	...	...	...	...	7 0	7 0	21 0	21 0	...	...	17 0	18 0	100 0	100 0	10 0	10 4
Midnapore	11 0	11 0	...	...	13 0	13 0	16 0	15 8	...	...	...	...	...	...	...	...	17 0	17 0	...	...	12 0	12 0	120 0	120 0	10 8	10 8
Howrah	...	...	...	...	10 0	9 0	13 4	13 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 0	13 0	100 0	100 0	10 8	10 0
Calcutta	13 9	13 8	17 4	17 8	8 15	9 2	13 1	13 8	17 6	18 7	11 3	12 7	...	...	8 2	8 0	18 11	18 1	18 2	19 10	16 10	16 5	92 8	92 8	10 7	10 7
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 10	15 13	17 12	20 0	11 6	11 6	13 0	13 0	...	...	...	...	...	...	...	...	21 5½	21 5½	...	...	18 13	19 6	...	...	9 13	9 13
Jessore	13 4	13 4	...	...	11 0	11 0	12 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 1	9 2
Furreedpore	15 0	15 0	20 0	20 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	15 4	15 8	20 0	20 0	15 0	16 0	18 0	19 0	...	...	...	...	...	...	...	...	17 0	17 0	26 0	26 0	18 0	18 0	240 0	240 0	10 4	10 4
Burdwan	14 8	14 8	...	...	12 0	12 0	15 15	15 9	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	100 0	100 0	10 14	10 14
Beerbhoom	17 0	16 8	...	...	13 8	13 8	16 3	16 8	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 8	13 0	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 12	...	...	10 0	10 0	15 0	14 8	...	...	...	...	...	...	...	...	23 8	23 8	...	...	17 12	17 12	200 0	120 0	11 4	11 4
Sonthal Pergunnahs	13 0	13 0	...	...	13 0	13 0	16 0	17 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	21 0	21 0	200 0	200 0	9 8	9 0
Pubna	18 12	18 0	...	...	7 0	7 2	15 6	15 6	...	...	...	...	...	...	...	...	18 12	18 0	...	...	16 8	17 4	200 0	200 0	8 11½	8 11½
Bogra	15 0	15 12	...	...	12 0	12 0	15 0	15 12	...	...	...	...	...	...	...	...	18 12	16 8	...	...	...	...	90 0	90 0	9 0	9 0
Rajshahye	15 0	15 0	22 8	22 8	12 0	12 0	13 8	14 4	...	...	...	...	...	...	...	...	21 0	21 12	...	...	18 12	19 1	240 0	240 0	9 9	9 0
Maldah	18 0	18 8	...	...	12 0	9 0	14 0	15 8	...	...	...	...	...	...	...	...	20 0	24 0	...	...	...	...	160 0	120 0	9 8	9 8
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 10	10 5	100 0	100 0	9 6	9 6
Dinagepore	15 0	13 12	18 0	21 5	12 0	12 0	15 8	15 8	...	...	...	...	...	...	...	...	21 0	19 0	...	...	16 0	15 0	160 0	160 0	10 0	10 0
Jalpáiguri	14 0	13 0	16 0	16 0	8 0	8 0	14 0	16 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	11 0	12 0	200 0	200 0	9 0	9 0
Darjeeling	8 0	8 0	10 0	10 0	5 0	5 0	11 0	11 0	...	...	...	...	13 0	13 0	...	...	11 0	11 0	18 0	18 0	5 0	8 0	120 0	120 0	6 8	6 8
Orissa—																										
Pooree	11 8	10 8	...	...	13 6	13 12	21 0	18 8	...	...	...	...	...	...	...	...	13 2	14 6	...	...	13 2	13 2	80 0	80 0	9 13	10 0
Cuttack	15 12	15 12	...	...	10 8	10 8	18 6	18 6	...	...	...	...	...	...	...	...	14 7	14 7	...	...	21 0	22 5	80 0	80 0	10 0	9 0
Balasore	15 0	15 0	13 0	13 0	12 0	12 0	17 0	18 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	12 0	12 0	20 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	20 0	21 0	21 0	240 0	320 0	8 0	8 0
Manbhoom	14 8	13 5	...	...	13 0	12 0	19 0	18 0	...	...	...	...	...	...	...	...	17 5	17 0	...	...	17 0	17 0	200 0	200 0	9 14	9 2
Lohardugga	9 0 to 15 0	13 4	...	16 0	14 8	14 8	16 12 to 19 0	18 0 to 20 0	...	...	...	...	36 0	40 0	...	...	14 0	14 0	28 0	...	18 0	16 0 to 18 0	120 0	120 0	9 0	9 0
Hazáribágh	14 0	14 0	18 0	18 0	9 0	9 0	16 0	16 0	...	...	...	...	29 8	29 0	...	...	17 0	17 0	21 0	22 0	21 0	21 8	240 0	240 0	8 8	8 0

* R1 per 100 cobs.

† Khesari, husked.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1890 —*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.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Ch. S.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Monghyr	17 13	17 13	21 0	21 0	11 8	11 8	14 11	14 11	...	...	...	...	...	...	14 11	16 12	23 1	24 2	22 0	24 2	17 13	19 15	168 0	147 0	10 3	10 3
Gya	15 8	15 0	20 0	20 0	11 0	11 0	15 0	15 0	...	...	...	...	...	...	15 0	15 0	18 0	18 12	...	...	19 0	20 0	200 0	200 0	9 0	9 0
Patna	15 12 to 16 12	15 12 to 16 12	19 8	21 8	10 0	10 8	15 5	15 12	19 8	22 0	...	...	25 0	25 0	19 8	19 0	19 8	20 0	20 0	30 0	20 0	22 0	140 0	120 0	10 0	10 0
Shahabad	16 0	16 0	20 0	21 0	8 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	20 0	22 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	18 0	18 0	...	...	15 0	15 0	18 0	17 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	15 0	15 0	130 0	130 0	9 8	9 0
Bhágalpur	17 11	17 11	21 7	22 11	10 1 to 12 10	10 1 to 12 10	13 7 to 15 2	13 14 to 16 6	...	...	...	...	...	...	...	...	22 3	22 11	26 14	27 12	20 3	20 3	125 3	125 8	10 1	10 1
Durbhunga	15 6	16 8	17 9	19 12	11 0	11 0	15 4	16 8	...	...	...	...	27 8	25 4	...	...	19 12	22 0	20 0	20 14	20 0	19 12	160 0	160 0	11 0	11 0
Mozufferpore	17 0	17 0	20 0	20 0	9 0	11 0	15 0	14 0	...	...	...	...	...	...	...	...	19 0	18 0	12 0	19 0	19 0	19 0	160 0	160 0	10 0	10 0
Sarun	15 12	15 8	18 0	19 0	8 4	8 8	12 14	13 0	...	...	...	...	20 0	21 0	16 0	15 0	18 4	19 6	...	...	19 4	20 4	120 0	120 0	10 4	10 0
Chumparun	17 0	17 0	22 0	22 0	9 0	8 0	17 0	16 0	...	...	...	...	...	...	...	...	21 0	22 8	...	...	21 0	21 0	160 0	160 0	10 0	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	14 0	17 0	17 0	8 0	8 0	12 0	13 0	17 0	16 0	17 0	16 0	...	...	12 0	12 0	18 0	19 0	18 0	18 0	22 0	22 0	100 0	100 0	10 0	10 0
Benares	14 1½	14 1½	16 8	17 14	8 15	8 15	13 13	14 1½	16 12	18 2	16 4	16 4	...	...	14 0	13 0	17 14	18 7	19 8	17 5½	19 0	19 8	120 0	120 0	10 6½	10 6½
Ghazipur	14 3	14 3	16 12	18 0	7 1	7 1	11 0	12 14	18 0	18 0	14 2	16 12	25 12	25 12	19 5	19 5	18 0	19 5	18 0	18 0	20 10	20 10	129 0	120 9	9 10	9 10
Jaunpur	13 8	14 8	16 8	17 8	7 0	7 0	10 0	10 0	...	..	...	...	...	...	...	...	15 0	17 8	...	...	18 0	22 0	140 0	140 0	8 0	8 0
Allahabad	13 1	13 4	17 0	19 4	7 8	7 8	12 4	12 4	18 0	19 0	16 10	17 0	...	...	18 10	19 8	19 0	19 4	18 4	...	20 4	20 4	100 0	120 0	10 0	10 0
Central—																										
Bánda	14 8	14 8	19 0	19 8	8 0	8 2	14 8	14 4	20 0	20 4	16 8	18 8	...	...	...	...	18 12	19 4	...	...	16 0	17 12	180 0	180 0	10 8	9 14
Fatehpur	15 0	14 12	16 0	16 0	12 4	10 12	13 4	13 4	...	...	...	...	...	...	...	...	18 0	18 0	...	...	24 0	24 0	160 0	160 0	10 12	10 12
Hamírpur	15 0	15 0	16 0	16 4	9 0	9 0	11 0	11 0	16 0	16 4	16 0	16 4	...	...	...	...	19 0	21 8	...	...	22 8	23 8	140 0	140 0	10 4	10 4
Jalaun	16 0	16 0	20 0	20 0	9 0	9 0	10 0	10 0	21 0	21 0	20 0	20 0	15 0	15 0	16 0	16 0	21 0	21 0	18 0	18 0	23 0	23 0	140 0	140 0	10 0	10 0
Cawnpore	15 0	16 0	17 8	20 8	9 0	9 0	13 0	13 0	17 0	18 0	19 8	21 0	...	...	26 0	27 0	18 4	20 2	...	...	23 0	24 0	150 0	150 0	12 0	11 12
Etáwah	14 12	15 8	17 8	17 14	6 0	6 0	14 0	14 0	15 8	15 13	15 8	15 12	14 0	14 0	12 0	12 0	19 0	19 4	19 0	19 0	24 0	24 0	120 0	120 0	11 0	11 0
Farukhabad	13 0	14 0	15 0	17 12	6 0	6 0	8 0	9 0	...	...	...	...	...	...	...	...	16 8	18 8	...	...	18 8	19 0	120 0	120 0	10 8	10 8
Mainpuri	15 4	15 12	17 0	18 4	4 8	4 8	12 0	12 0	...	14 0	12 0	12 0	...	...	...	...	17 4	20 0	14 0	14 0	20 8	22 8	160 0	160 0	11 4	11 0
Etah	15 12	17 4	17 12	19 12	6 8	6 8	10 8	10 8	16 4	17 4	11 12	11 12	23 4	24 4	10 4	10 12	23 4	23 4	23 4	23 4	15 4	16 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	15 4	15 8	22 0	22 0	9 0	9 0	11 8	11 8	18 8	22 0	15 0	15 0	22 0	30 0	24 0	28 0	18 4	20 0	21 0	26 0	12 12	13 0	160 0	160 0	10 0	10 4
Jhánsi	16 8	16 9	24 4	24 13	7 12	7 12	12 4	12 4	21 12	21 12	22 4	22 4	...	...	...	...	19 4	19 1	...	...	...	...	180 0	180 0	10 8	10 8
Agra	14 12	15 8	19 0	20 0	5 0	5 0	9 0	9 0	18 0	17 8	18 0	18 8	...	...	17 0	17 0	18 8	19 12	...	...	17 0	17 0	100 0	100 0	11 8	11 8
Muttra	14 12	15 8	18 8	20 0	7 8	7 8	12 8	12 8	18 0	16 0	16 0	16 0	...	...	8 0	8 0	19 0	21 8	...	...	25 0	25 0	120 0	120 0	11 12	11 12
Aligarh	16 8	16 12	18 8	19 12	5 0	5 4	9 0	9 6	19 8	20 0	15 0	15 4	...	...	15 8	16 0	18 0	19 0	22 0	23 8	22 0	23 0	120 0	120 0	11 0	11 6
Bulandshahr	17 4	17 12	19 0	21 4	7 0	7 0	11 0	11 0	20 0	20 0	16 0	16 0	...	...	16 0	16 0	19 0	20 4	20 0	20 0	15 0	17 0	120 0	120 0	11 6	11 6
Meerut	17 0	17 4	20 0	21 0	5 8	5 8	12 0	12 0	22 0	22 0	18 0	18 0	14 0	14 0	14 0	14 0	19 8	20 0	22 0	22 0	22 0	22 0	100 0	100 0	11 8	11 8
Sub-montane—																										
Ballia	15 8	15 12	18 10	19 8	9 4	9 9	14 4	15 8	...	...	...	...	20 8	...	14 4	...	18 10	21 14	...	...	19 4	20 8	140 0	140 0	10 4	10 8
Azamgarh	15 4	15 12	15 8	17 7	8 2	10 5	12 3	11 13	...	...	...	...	...	...	...	...	17 0	19 3	...	...	13 10	14 12	177 0	177 8	9 13	9 13
Gorakhpur	15 4	15 4	18 0	18 0	9 0	9 0	12 15	13 8	...	...	...	...	18 0	18 0	13 8	13 8	18 0	18 0	...	...	18 0	18 7	140 0	140 0	9 10	9 10
Basti	14 0	15 4	16 8	17 0	8 8	9 0	21 8	21 0	10 0	10 0	...	...	12 0	12 0	8 0	8 0	16 0	17 8	...	...	17 0	17 0	120 0	120 0	10 0	10 0
Shahjahanpur	15 4	16 0	19 8	21 8	8 8	8 8	14 0	15 0	...	...	...	...	...	...	...	...	17 8	20 8	...	...	19 8	21 8	140 0	140 0	10 8	12 0
Budaun	13 12	14 4	18 8	18 0	6 0	6 0	13 8	13 8	17 8	14 0	15 0	12 0	...	...	...	...	18 0	18 0	...	...	18 8	20 8	192 0	192 0	11 4	11 4
Pilibhit	15 10	15 10	21 4	20 0	13 12	13 12	16 4	16 4	16 4	16 4	...	...	...	...	...	...	21 12	21 14	...	...	...	...	130 0	130 0	10 14	10 14
Rohilkhand	15 8	15 11	19 1	20 10	7 8	7 8	12 8	12 8	16 4	16 4	14 8	14 8	...	...	19 6	16 4	16 14	18 12	17 8	19 6	16 14	20 15	125 0	125 0	10 10	10 10
Kumaun	15 0	15 8	22 0	22 0	9 0	9 0	13 8	13 8	16 8	16 8	16 8	16 8	...	...	15 8	15 8	19 8	19 8	20 8	20 8	22 0	22 0	150 0	150 0	11 4	11 4
Garhwál	15 0	15 8	23 12	23 8	7 8	7 8	12 8	12 8	20 0	17 8	18 12	12 8	...	...	25 0	15 0	18 12	18 12	22 8	22 8	23 12	23 12	100 0	100 0	10 0	10 0
Meerut	15 8	15 8	19 11	20 4	11 4	12 6	11 13	...	...	...	...	...	...	...	...	...	19 6	19 11	...	...	20 4	20 4	135 0	135 0	10 11	10 11
Muzaffarnagar	17 12	18 1	19 12	19 12	6 9	6 9	11 9	11 9	19 12	19 12	12 2	12 2	12 2	12 2	8 12	8 12	20 5	20 14	17 10	17 10	13 3	13 3	132 0	132 0	10 13½	10 12
Saháranpur	17 0	16 15	21 8	21 8	8 9	8 9	10 12	10 12	22 9	22 9	17 3	17 3	26 14	26 14	26 14	26 14	21 0	21 0	23 10½	23 10½	15 1	15 1	129 8	129 8	11 4½	11 4
Dehra Dún	15 0	14 8	19 6	20 0	8 9	6 9	10 0	10 0	16 0	16 0	14 0	14 0	18 0	18 0	...	...	17 0	17 8	13 0	18 0	18 0	18 0	160 0	160 0	10 0	10 0
Kumaun	8 0	9 0	11 0	11 0	7 8	8 0	8 0	8 8	...	...	...	...	14 0	13 0	10 0	10 0	10 0	10 0	...	...	8 0*	8 0*	200 0	160 0	6 0	7 0
Garhwál	12 8	12 8	16 0	16 0	7 8	8 0	10 0	10 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	14 2	15 0	17 2	19 5	11 5	11 10	12 5	12 10	...	...	...	...	21 0	...	...	...	16 10	19 5	...	...	14 0	14 10	180 0	180 0	9 5	9 8
Sultanpur	14 0	16 0	8 0	19 0	9 0	9 0	13 0	13 0	20 0	20 0	16 0	16 0	36 0	36 0	20 0	20 0	17 0	19 0	16 0	16 0	20 0	24 0	160 0	160 0	11 0	11 0
Rae-Bareli	15 8	15 12	18 0	19 0	7 0	8 0	13 0	13 0	15 0	15 8	14 0	14 0	22 0	22 0	16 0	16 0	21 4	23 0	16 0	16 0	25 0	25 0	180 0	180 0	10 0	10 0
Unao	15 0	14 8	17 0	17 0	8 0	8 0	11 0	13 0	...	...	17 0	17 0	...	...	...	21 0	18 0	18 8	...	16 0	16 0	21 8	160 0	160 0	9 0	10 8
Lucknow	14 8	15 8	18 8	19 8	6 0	6 0	11 8	11 8	16 0	16 0	17 0	17 0	...	...	25 0	21 0	16 0	18 8	16 0	16 0	21 8	23 0	120 0	120 0	10 8	10 8
Hardoi	16 0	17 0	20 0	21 0	7 0	7 0	14 0	13 0	...	...	...	...	...	...	...	...	19 0	20 0	...	...	15 0	14 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	14 0	14 4	17 14	19 4	10 10	11 0	12 0	12 4	13 0	13 0	16 0	18 0	17 0	17 0	15 8	16 0	16 4	17 14	18 0	19 8	18 8	20 0	110 0	110 0	10 0	10 0
Barabanki	14 10	15 0	21 0	21 0	9 8	12 0	11 1	10 8	15 0	16 0	16 0	16 0	24 0	24 0	17 0	17 0	18 8	22 4	19 9	20 4	21 8	22 8	120 0	140 0	10 8	10 12
Gonda	15 13	17 1	23 0	22 8	12 3	11 4	14 11	14 13	19 0	17 0	23 0	16 4	27 0	20 8	17 0	14 12	20 0	22 0	19 0	19 0	23 0	24 0	200 0	200 0	10 5	10 12
Bahraich	16 0	17 0	22 0	23 0	10 0	10 0	12 0	13 0	17 0	18 0	...	...	25 0	25 0	...	...	19 0	21 0	23 0	23 0	21 4	23 4	160 0	160 0	10 0	11 0
Sitapur	15 8	16 4	18 8	21 8	8 0	14 0	12 0	19 0	19 0	16 0	16 0	22 0	22 0	18 0	18 0	8 0	19 8	22 0	...	...	23 8	26 0	120 0	140 0	10 0	10 0
Kheri	15 12	17 0	20 8	23 0	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana—																										
Eastern—																										
Partábgarh	15 5	15 10	22 8	23 12	6 14	6 14	9 6	8 12	21 4	21 14	13 12	13 12	...	...	...	...	20 0	21 4	20 0	21 4	27 8	28 2	...	...	15 3	15 10
Bánswára	24 7	23 12	25 0	25 0	8 12	8 9	15 0	13 12	...	...	...	...	...	...	...	...	27 0	31 4	35 10	37 8	17 8	17 8	...	...	10 0	10 10
Meywar (Oodeypore)	13 4½	13 4½	19 8½	19 2½	8 3½	7 13	8 9½	8 9½	18 5⅝	18 12	14 1	14 1	*Nil*	*Nil*	13 4½	13 4½	14 7½	14 1	16 6½	17 3	9 12½	10 2½	160 0	160 0	9 12½	9 9
Sirohee	14 0	13 8	20 0	20 0	6 0	6 0	7 0	7 0	17 0	17 0	17 0	17 0	...	...	20 0	20 0	16 0	16 0	17 0	17 0	10 0	10 0	160 0	160 0	11 8	11 8
Erinpura	16 4	16 1½	23 4	23 8	...	...	8 8	8 5	20 0	20 0	20 0	20 0	...	...	...	...	18 2	18 1	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	14 8	15 0	20 0	21 0	4 0	4 0	7 0	7 0	20 0	20 0	17 0	18 0	...	...	...	...	19 0	19 0	20 0	21 0	15 0	...	80 0	80 0	12 0	12 0
Abu	13 4	13 4	17 12	17 12	6 4	6 4	7 8	7 8	...	...	16 0	16 0	...	...	...	...	14 8	14 8	16 0	16 0	10 8	10 8	...	...	11 0	11 0
Kishengurh	14 4	14 12	20 4	21 0	9 0	9 0	10 0	10 0	19 8	21 0	17 12	17 8	...	...	...	...	19 4	19 8	18 4	19 12	...	...	...	...	13 0	13 0
Boondee	21 8	21 8	29 8	28 8	10 8	10 8	11 0	11 0	30 8	28 8	...	...	...	...	...	...	24 0	23 0	...	...	10 0	...	160 0	160 0	10 8	10 8
Kotah	19 0	19 0	27 8	27 8	6 4	6 4	7 8	7 8	27 8	27 8	16 8	16 8	...	...	...	...	25 0	25 0	17 0	17 0	20 0	20 0	240 0	240 0	10 0	10 0
Jhallawar	16 9	16 6½	24 14	24 14	8 5⅝	7 13½	11 6	10 10	23 5	23 1	16 1	16 1	...	...	15 8	14 15	22 7	22 7	...	...	10 3	10 3	175 0	175 0	9 2½	9 2½
Tonk	18 12	18 15	26 0	26 4	8 10	8 10	9 10	9 11	27 12	27 4	...	...	...	...	...	...	24 8	24 5	...	...	...	...	80 0	100 0	11 4	10 4
Jeypore	16 0	15 12	21 12	21 8	4 8	4 12	8 4	8 0	22 8	22 0	18 4	18 8	...	...	15 0	15 0	19-4 to 22 8	18-8 to 19 0	20 8	20 8	24 0	24 0	115 0	110 0	12 0	12 0
Kerowlee	15 15	16 4	20 5	21 4	10 0	10 0	11 4	11 4	19 12	21 4	16 4	16 14	...	...	16 0	15 0	18 2	17 8	...	...	23 12	23 12	210 0	200 0	10 10	10 10
Dholpur	15 6	15 12	19 12	19 4	8 6	8 4	10 2	10 7	19 10	18 14	18 10	18 13	...	...	15 12	15 12	18 8	18 8	...	...	29 6	25 10	90 0	90 0	11 11	11 4
Bhurtpore	16 2	16 8	21 12	22 8	6 12	7 12	8 4	9 2	17 8	18 0	17 0	17 8	...	...	12 12	12 0	19 0	19 8	18 0	20 0	22 0	22 0	240 0	260 0	11 12	11 12
Ulwur	17 2	16 6	22 4	21 12	7 12	7 12	9 11	9 6	21 5	21 4	16 8	16 8	...	...	11 8	11 8	20 4	20 8	20 14	21 0	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	17 8	17 10	26 8	26 8	4 0	4 0	7 0	7 0	25 8	25 8	17 1	16 0	...	...	...	...	23 15	23 12	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	14 14½	15 0	21 1½	20 13¾	7 8	7 8	8 8	8 8	21 3	20 8	16 0	16 0	...	...	...	...	19 14½	19 9½	21 0	21 0	12 8	12 8	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	15 0	15 0	21 0	18 0	...	...	12 8	12 0	...	...	...	...	...	...	...	...	14 0	14 0	19 8	22 0	...	...	‡	§	11 8	11 0
Bálmer	13 0	12 10	...	...	5 0	5 0	7 6	7 6	...	...	17 14	17 14	...	...	...	...	9 0	9 0	...	...	...	...	260 0	260 0	13 4	13 0
Anádra	15 0	15 0	18 0	20 0	6 0	6 0	8 0	8 0	...	...	18 0	18 0	...	...	...	...	15 0	15 0	18 0	18 0	10 8	10 8	...	...	12 0	12 0
Shahpoora	17 0	17 0	26 0	26 0	7 0	9 0	11 4	12 0	24 4	27 4	20 0	20 8	...	...	...	...	22 0	20 0	25 12	25 12	...	...	160 0	160 0	11 10	10 12
Western—																										
Jodhpore	15 0	15 5	20 0	20 0	6 4	6 4	8 2	7 8	18 12	20 0	18 12	18 2	...	...	...	...	16 4	17 8	17 8	20 0	...	...	...	...	12 13	13 2
Jeysulmere	12 4	11 12	...	...	8 0	8 0	10 10	10 6	14 4	16 4	14 12	14 12	...	...	...	...	13 0	12 12	...	...	...	...	...	...	21 0	21 0
Bickaneer	11 10	10 11⅔	...	...	2 14	2 14	6 10⅔	7 0	...	...	18 1½	17 11¼	...	...	...	...	18 8	16 6½	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 6	13 6	18 0	18 0	8 0	8 0	8 8	8 8	26 0	26 0	19 0	19 0	†	...	†	...	18 0	18 0	28 0	28 0	20 0	20 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	14 6	14 4	23 4	23 0	7 0	7 0	9 8	9 8	23 1½	23 8	18 0	17 4	...	...	...	...	17 8	17 0	23 1	23 8	24 0	24 0	160 0	167 6	11 12	11 12
Bagheikhand (Sutna)	15 8	15 14	20 0	20 0	8 0	8 0	15 0	14 8	...	...	...	...	...	...	...	...	18 0	19 0	...	...	22 0	23 8	160 0	160 0	10 8	10 8
Goona	18 8	19 0	16 0	18 0	8 0	8 8	8 8	9 0	22 0	24 0	...	...	...	...	...	...	21 8	22 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	15 3	15 4	20 3	21 6	6 14	6 14	8 12	9 0	19 14	19 13	17 12	17 12	...	...	17 0	17 0	13 15	14 0	19 14	20 12	15 0	15 4	159 0	170 0	11 15	11 6

*. Husked. † Not sold. ‡ Pies 6 per bundle. § Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1890 —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 (*Penniseum typhoideum*). Present fortnight.	BAJRA OR CUMBU (*Penniseum 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, RADALAY OR SUNAGA (*Cicer arietinum*). Present fortnight.	GRAM, CHENNA, CHOLA, RADALAY 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.	S. Ch.	S. Ch.
Punjab—																												
Southern—																												
Hissar	17 0	18 0	25 0	24 0	...	...	10 0	10 0	20 0	23 0	22 0	14 0	26 0	25 0	†	†	24 0	26 0	20 0	20 0	...	...	†	†	120 0	120 0	11 0	11 0
Ferozepore	20 0	20 0	30 0	30 0	...	...	10 0	10 0	26 0	24 0	24 0	22 0	17 7	17 7	†	†	26 0	27 0	26 0	26 0	22 0	22 0	†	†	100 0	100 0	13 0	13 4
Montgomery	18 0	18 0	24 0	25 0	...	...	10 0	10 0	16 0	16 0	16 0	16 0	...	...	†	†	20 0	20 0	16 0	16 0	8 0	8 0	†	†	253 0	253 0	12 0	12 0
Central—																												
Gurgaon	16 0	17 0	20 0	21 0	...	...	10 0	10 0	22 0	22 0	22 0	20 0	20 0	20 0	†	†	20 0	20 0	20 0	20 0	20 0	20 0	†	†	130 0	130 0	11 0	11 0
Delhi	17 0	17 0	21 0	22 0	...	...	13 0	13 0	20 0	21 0	20 0	18 0	17 0	17 0	†	†	24 0	24 0	20 0	20 0	18 0	17 0	†	†	90 0	90 0	11 0	11 0
Rohtak	17 0	17 0	21 0	20 0	...	...	10 0	10 0	18 0	20 0	18 0	18 0	17 0	17 0	†	†	24 0	24 0	18 0	18 0	17 0	17 0	†	†	120 0	120 0	10 0	10 0
Karnál	18 0	18 0	24 0	24 0	...	...	11 0	11 0	22 0	22 0	19 0	19 0	16 0	16 0	†	†	24 0	24 0	16 0	16 0	16 0	16 0	†	†	160 0	160 0	10 0	9 8
Lahore	19 0	19 0	27 0	27 0	...	...	11 0	11 0	24 0	24 0	23 0	22 0	20 0	20 0	†	†	26 0	26 0	20 0	20 0	19 0	19 0	†	†	85 0	85 0	12 0	12 0
Sub-montane—																												
Umballa	19 0	19 0	24 0	24 0	...	...	12 0	12 0	20 0	20 0	20 0	20 0	20 0	20 0	†	†	24 0	24 0	24 0	24 0	18 0	18 0	†	†	130 0	130 0	13 0	13 0
Ludhiana	19 0	20 0	24 0	26 0	...	...	13 0	13 0	14 0	14 0	21 0	22 0	20 0	20 0	†	†	24 0	24 0	23 0	27 0	21 0	22 0	†	†	110 0	110 0	12 0	12 0
Jullundur	21 0	21 0	30 0	30 0	...	...	8 0	8 0	24 0	24 0	22 0	22 0	22 0	22 0	†	†	24 0	24 0	28 0	28 0	22 0	22 0	†	†	100 0	100 0	12 8	12 8
Hoshiárpur	21 0	20 0	28 0	28 0	...	...	10 0	10 0	14 0	14 0	14 0	14 0	12 0	12 0	†	†	27 0	27 0	25 0	25 0	20 0	20 0	†	†	104 0	104 0	13 0	13 0
Gurdáspur	20 0	20 0	26 0	26 0	...	...	11 0	11 0	14 0	14 0	10 0	10 0	†	†	24 0	24 0	24 0	24 0	24 0	24 0	14 0	14 0	†	†	120 0	120 0	12 0	12 0
Amritsar	19 0	20 0	26 0	26 0	...	...	11 0	11 0	24 0	24 0	23 0	22 0	19 0	19 0	†	†	26 0	26 0	22 0	22 0	16 0	16 0	†	†	90 0	90 0	13 0	13 0
Hills—																												
Simla	10 0	12 0	15 0	15 0	...	...	8 0	8 0	10 0	10 0	10 0	10 0	17 0	17 0	†	†	24 0	24 0	14 0	14 0	14 0	14 0	†	†	65 0	65 0	8 4	8 8
Kángra	17 0	16 0	23 0	23 0	...	...	13 0	13 0	12 0	12 0	12 0	13 0	14 0	14 0	†	†	24 0	24 0	17 6	18 0	13 0	13 0	†	†	100 0	100 0	10 0	10 0
North-western—																												
Sialkot	18 0	18 0	29 0	29 0	...	...	13 0	13 0	16 0	12 0	14 0	14 0	17 0	17 0	†	†	24 0	24 0	23 0	24 0	20 0	20 0	†	†	120 0	120 0	14 0	14 0
Gujránwála	20 0	20 0	30 0	27 0	...	...	14 0	14 0	12 0	14 0	11 0	11 0	24 0	24 0	†	†	27 0	27 0	24 0	24 0	21 0	21 0	†	†	105 0	105 0	13 0	13 0
Gujrát	21 0	20 0	28 0	30 0	...	...	11 0	11 0	14 0	14 0	11 0	11 0	24 0	24 0	†	†	26 0	26 0	23 0	26 0	23 0	23 0	†	†	120 0	120 0	14 0	14 0
Jhelum	22 0	21 0	30 0	30 0	...	...	10 0	10 0	14 0	14 0	13 0	13 0	25 0	25 0	†	†	32 0	32 0	28 0	31 0	27 0	27 0	†	†	140 0	140 0	13 8	13 8
Rawalpindi	21 0	20 0	36 0	33 0	...	...	9 0	9 0	28 0	28 0	26 0	26 0	24 0	24 0	†	†	45 0	45 0	35 0	35 0	29 0	28 0	†	†	85 0	85 0	11 0	11 0
Hazára	21 0	22 0	36 0	33 0	...	...	13 0	13 0	10 0	10 0	10 0	10 0	24 0	24 0	†	†	34 0	31 0	24 0	24 0	24 0	24 0	†	†	100 0	100 0	11 0	11 0
Peshawar	19 0	19 0	36 0	35 0	...	...	10 0	10 0	15 0	15 0	15 0	15 0	24 0	24 0	†	†	33 0	33 0	23 0	23 0	31 0	31 0	†	†	105 0	105 0	41 0	41 0
Kohát	22 0	23 0	36 0	33 0	...	...	15 0	15 0	16 0	16 0	16 0	16 0	24 0	24 0	†	†	33 0	33 0	24 0	24 0	24 0	24 0	†	†	180 0	180 0	60 0	60 0
Western—																												
Shahpur	20 0	20 0	26 0	26 0	...	...	10 0	10 0	24 0	24 0	24 0	24 0	22 0	22 0	†	†	24 0	24 0	26 0	26 0	24 0	24 0	†	†	200 0	200 0	13 0	13 0
Jhang	18 0	17 0	25 0	26 0	...	...	9 0	9 0	16 0	16 0	16 0	16 0	24 0	24 0	†	†	32 0	32 0	16 0	16 0	16 0	16 0	†	†	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	27 0	27 0	...	...	12 0	12 0	22 0	21 0	21 0	21 0	24 0	24 0	†	†	32 0	30 0	21 0	22 0	21 0	21 0	†	†	90 0	90 0	13 0	13 0
Bannu	28 0	28 0	56 0	51 0	...	...	13 0	13 0	27 0	27 0	27 0	27 0	24 0	24 0	†	†	54 0	54 0	38 0	40 0	38 0	38 0	†	†	80 0	80 0	40 0	40 0
D. I. Khan	21 0	21 0	35 0	35 0	...	...	15 0	15 0	26 0	26 0	25 0	25 0	24 0	24 0	†	†	32 0	32 0	25 0	25 0	25 0	25 0	†	†	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	15 0	23 0	23 0	23 0	23 0	24 0	24 0	†	†	30 0	30 0	23 0	23 0	23 0	23 0	†	†	110 0	110 0	12 0	12 0
D. G. Khan	17 0	17 0	23 0	23 0	...	...	13 0	13 0	24 0	24 0	24 0	24 0	24 0	24 0	†	†	30 0	30 0	24 0	24 0	24 0	24 0	†	†	125 0	125 0	24 0	24 0
Sind and Baluchistan—																												
Karáchi	12 0	12 0	19 0	20 0	8 0	8 0	10 0	10 0	17 0	17 0	16 8	16 0	‡	‡	‡	‡	16 0	16 0	14 0	14 0	13 0	13 0	‡	‡	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	12 8	12 8	20 8	21 8	7 8	7 8	9 8	9 8	20 8	19 8	18 8	18 8	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	10 8	10 8
Tatta and Párkar (Umarkot)	15 8	15 8	20 0	20 0	9 0	9 0	13 0	13 0	20 0	20 0	19 0	19 0	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Shikárpur	15 0	15 0	20 0	19 8	7 12	8 0	11 0	12 0	20 0	19 0	17 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...	166 0	166 0	11 6	12 0
Upper Sind Frontier	13 8	13 8	19 0	19 0	8 0	8 0	12 0	12 0	24 0	24 0	23 0	23 0	...	...	...	...	...	...	...	...	...	...	...	...	155 0	155 0	11 6	11 6
Quetta	14 0*	13 6	16 8	16 0	5 0	5 0	7 5	7 8	18 0	18 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	64 0	64 0	8 0	8 0
Bombay—																												
Poona—																												
Satara—																												
Sholapur—																												
Bijápur—																												
Poona (City)—																												
Khandesh—																												
Ahmednagar	13 4	13 15	...	...	7 6	7 7	9 1	9 1	19 6	19 11	17 5	17 5	24 0	24 0	†	†	18 0	18 0	16 0	16 0	14 0	14 0	†	†	120 0	120 0	9 2	9 2
Násik	17 4	16 9	...	...	10 8	10 8	11 4	11 4	...	...	18 11	18 11	25 0	22 8	†	†	22 0	22 0	16 0	16 0	15 6	15 6	†	†	140 0	140 0	9 2	9 2
Khandesh (Dhulia)	14 0	14 0	...	...	7 4	7 4	9 6	9 6	26 11	26 11	21 12	21 12	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	9 2	9 2
Gujerat—																												
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	9 0	16 0	16 0	16 0	16 0	18 0	18 0	†	†	24 0	24 0	18 0	18 0	16 0	16 0	†	†	90 0	90 0	13 0	13 0
Broach	10 8	10 8	18 12	...	7 12	7 12	10 0	10 0	20 0	...	13 10	13 10	18 12	18 12	†	†	24 0	24 0	18 0	18 0	13 4	13 4	†	†	90 0	90 0	12 12	12 12
Kaira	11 13	11 13	21 10	21 10	7 4	7 4	10 0	10 0	...	...	13 10	15 4	18 12	18 12	†	†	24 0	24 0	14 0	14 0	15 4	15 4	†	†	98 0	98 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 0	13 0	6 4½	6 4½	9 2	9 2	15 6	15 6	13 11½	13 11½	18 12	18 12	†	†	24 0	24 0	12 0	12 0	13 0	13 0	†	†	80 0	80 0	13 8	13 8
Ahmedabad (Daskrohi)	12 0	12 0	20 0	21 0	7 0	6 0	10 0	10 0	16 0	16 0	16 0	16 0	18 12	18 12	†	†	24 0	24 0	16 0	16 0	15 7	15 7	†	†	160 0	160 0	12 2	12 2
Panch Máhals (Godhra)	10 0	10 0	...	...	8 0	8 0	8 7	8 7	20 0	20 0	16 0	16 0	18 12	18 12	†	†	24 0	24 0	16 0	16 0	13 8	13 8	†	†	136 0	136 0	11 8	11 8
Deesa Cantonment	14 0	14 0	...	...	6 0	6 0	8 0	8 0	14 8	14 8	16 15	16 0	18 0	18 0	†	†	24 0	24 0	18 0	18 0	13 0	13 0	†	†	130 0	130 0	11 8	11 8
Kattiywar—																												
Rájkot	14 12	14 0	...	...	6 0	6 0	9 0	7 0	17 0	17 0	15 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	40 0	40 0
Central Provinces—																												
Western—																												
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	24 13	24 13	22 11	22 0	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	9 0	10 8	10 8	22 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	9 0	8 0
Betul	14 0	14 0	...	...	...	...	10 1	10 0	19 3	19 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 13	28 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 7	8 7	9 11	9 11	21 4	20 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110 0	110 0	9 13	9 13
Wardha	20 0	20 0	...	...	8 0	8 0	11 7	11 7	26 11	26 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	124 0	124 0	10 2	10 2
Central—																												
Narsinghpur	15 12	15 12	...	...	9 3	9 3	12 10	12 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 2	9 2
Saugor	13 12	13 12	...	...	8 8	8 8	9 7	9 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	9 2	9 2
Damoh	18 4	18 4	...	...	11 10	11 10	13 5	13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	9 2	9 2
Jubbulpore	16 0	15 12	...	...	9 12	9 8	11 12	12 0	15 0	...	15 0	16 8	...	...	...	...	...	...	...	...	...	...	...	...	110 0	110 0	9 0	9 0
Mandla	22 8	22 0	...	...	13 0	12 0	16 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	9 2	9 2
Seoni	19 8	19 8	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	180 0	180 0	8 0	8 0
Bálághát	19 11	19 11	...	...	13 2	13 2	16 9	16 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	136 0	136 0	9 2	9 2
Bhandára	18 12	18 12	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	130 0	130 0	9 2	8 0
Chánda	15 7	15 7	...	...	...	...	11 13	11 13	18 0	18 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	10 0	10 0
Eastern—																												
Bilaspur	22 7	22 7	...	...	13 8	13 8	15 8	15 8	28 0	30 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	8 0	8 0
Raipur	20 12	20 12	...	...	11 5	10 6	18 4	16 8	27 10	25 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	64 0	64 0	10 0	10 0
Sambalpur	19 4	20 2	...	...	14 0	14 0	19 4	19 4	15 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	7 14	7 14
Berar—																												
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	26 0	25 0	24 0	24 0	...	...	...	...	...	...	...	...	...	...	...	...	125 0	120 0	9 4	9 4
Basim	16 10	16 6	...	...	7 12	8 2	10 0	10 5	21 15	22 3	20 0	20 0	...	...	...	...	...	...	...	...	...	...	...	...	116 14	116 14	9 7	9 7
Akola	14 0	14 0	...	...	7 0	7 0	8 0	8 0	23 0	23 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0
Ellichpur	14 0	14 0	...	...	7 0	7 0	8 0	8 4	16 0	16 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...				
Amraoti	15 10	15 4	...	...	6 0	6 8	8 0	8 0	24 3	24 0	15 6	16 0	...	...	...	...	...	...	...	...	...	...	...	...	§	§	§	§
Wún	16 4	16 0	...	...	8 0	8 0	10 0	10 0	23 0	23 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...				
Nizam's Territories—																												
Secunderabad	12 11	12 11	...	...	7 8	6 15	10 14	10 3	18 4	17 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	125 0	120 0	9 4	9 4
Bolárum	13 4	13 4	...	...	7 9	7 9	9 5	9 5	18 10	18 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	116 14	116 14	9 7	9 7
Chadarghat	12 0	12 0	...	...	7 0	7 0	10 8	10 8	19 0	19 0	19 0	19 0	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0

* Not sold. † Not produced. ‡ Not procurable.

§ Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1890—*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 KAGI (*Eleusine coracana*). Present fortnight.	MARUA OR KAGI (*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 THÛR, CADJAN PEA (*Cajanus indicus*). Present fortnight.	ARHAR, OR THÛR, 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.	S. Ch.	S. Ch.
Madras—																												
Malabar Coast—																												
Malabar	9 0	9 0	...	...	10 2	10 2	10 8	10 8	*	*	*	*	21 14	21 14	...	...	13 8	13 8	...	...	...	...	110 0	110 0	8 0	8 0
S. Canara	8 8	8 8	...	...	11 2	11 2	12 13	12 13	*	*	*	*	19 5	21 14	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0
South, central—																												
Coimbatore	12 5	12 5	...	...	11 5	11 5	11 13	11 13	19 2	19 2	20 11	20 11	26 3	26 3	...	...	13 8	13 8	...	...	...	...	133 11	133 11	12 3	12 3
Nilgiris	9 14	9 14	...	...	8 13	8 13	9 10	9 10	20 0	20 0	15 6	15 6	18 11	18 11	...	...	9 4	9 4	...	...	...	...	274 3	274 3	9 3	9 3
Salem	10 3	10 3	...	...	10 13	10 13	12 13	12 13	22 5	22 5	24 10	24 10	27 6	27 6	...	...	9 4	9 4	...	...	...	...	186 10	186 10	13 0	13 0
Central—																												
Bellary	15 6	15 6	...	...	12 5	12 5	13 3	13 3	27 13	27 13	23 8	23 8	29 2	29 2	...	...	13 8	13 8	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	25 13	22 10	22 10	27 3	27 3	...	...	9 4	9 4	...	...	...	...	97 3	97 3	11 5	11 5
Cuddapah	13 3	12 14	...	...	11 10	11 10	12 14	12 14	24 2	24 8	24 11	24 11	30 *	*	...	...	9 0	9 0	...	...	...	...	140 0	140 0	12 3	12 3
Kurnool	14 0	14 0	...	...	10 11	10 11	11 2	11 2	26 0	25 0	23 13	23 13	13	13	...	...	9 0	9 0	...	...	...	...	138 14	138 14	11 11	11 11
East Coast, north—																												
Ganjam	10 11	8 14	...	...	13 0	14 0	13 8	14 8	*	*	*	*	24 10	25 8	...	...	10 8	11 4	...	...	...	...	114 3	114 3	11 13	11 13
Vizagapatam	13 0	12 0	...	...	10 2	10 2	11 5	11 5	24 13	25 13	23 8	25 11	26 5	25 5	...	...	10 0	10 0	...	...	...	...	116 10	116 10	11 11	11 11
Godavari	11 5	11 5	...	...	13 14	12 14	15 0	15 0	23 0	23 0	22 14	22 14	29 2	29 2	...	...	9 0	8 8	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																												
Kistna	10 6	10 6	...	...	12 10	11 8	13 3	13 3	18 6	18 6	*	*	26 13	26 13	...	...	9 0	9 0	...	...	...	...	140 14	145 13	13 3	12 10
Nellore	11 8	11 8	...	...	11 2	11 11	12 11	12 11	22 11	22 11	23 8	23 8	25 14	25 14	...	...	9 0	9 0	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																												
Madras	10 10	10 10	...	...	10 5	10 5	11 0	11 0	18 11	18 10	18 10	16 8	22 11	22 11	...	...	13 8	13 8	...	...	...	...	102 2	102 2	13 2	13 2
Chingleput	*	*	...	...	10 8	10 8	10 14	10 14	*	*	*	*	21 14	21 14	...	...	9 4	9 4	...	...	...	...	122 8	122 8	11 3	11 3
N. Arcot	9 6	9 6	...	...	10 11	10 6	11 6	11 6	25 8	26 6	23 2	21 10	27 6	27 6	...	...	9 0	9 0	...	...	...	...	160 10	160 10	11 5	11 5
S. Arcot	8 10	8 10	...	...	10 14	10 6	*	*	*	*	21 10	19 3	22 5	22 5	...	...	9 0	9 0	...	...	...	...	209 0	209 0	11 11	12 3
Tanjore	8 13	8 13	...	...	10 13	10 13	*	*	*	*	18 14	18 14	21 2	19 10	...	16 13	9 0	11 9	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	10 10	10 10	...	...	10 6	10 6	10 14	10 14	17 3	17 8	18 6	17 13	20 5	19 11	...	55 0	12 0	12 0	...	...	...	...	143 6	143 6	12 10	12 10
Southern—																												
Tinnevelly	9 3	9 3	...	...	9 8	9 8	10 0	10 0	17 13	17 13	16 3	16 3	*	*	...	...	9 0	9 0	...	...	...	...	58 5	58 5	14 13	14 13
Madura	10 2	10 2	...	...	9 11	9 11	10 2	10 2	17 13	17 13	16 3	16 3	20 3	20 3	...	...	10 8	10 8	...	...	...	...	140 14	140 14	13 2	13 2
Mysore—																												
Mysore	11 0	11 0	11 12	10 8	9 4	9 0	10 0	10 0	29 0	36 0	18 0	...	25 8	27 0	...	...	10 0	11 4	...	...	...	...	90 0	84 0	8 8	9 0
Bangalore	11 12	12 8	10 1	10 10	8 8	8 8	9 8	9 8	25 0	18 0	...	...	24 3	28 0	...	...	10 0	10 8	...	...	...	...	72 0	72 0	9 0	9 4
Kolar	...	...	10 0	9 8	10 0	10 0	11 8	11 8	...	...	...	...	32 0	32 0	...	...	11 0	12 0	...	...	...	...	120 0	120 0	9 0	9 0
Tumkûr	12 0	12 0	11 0	11 0	10 0	10 0	11 0	11 0	...	...	...	...	40 0	40 0	...	...	11 0	11 0	...	...	...	...	340 0	340 0	9 0	9 0
Hassan	...	...	10 0	11 0	10 0	10 0	11 0	11 0	...	...	...	...	36 0	36 0	...	...	11 0	11 0	...	...	...	...	72 0	72 0	7 8	8 0
Kadur	11 0	...	12 0	11 0	12 0	11 0	12 0	12 0	...	...	...	...	36 0	33 0	...	16 13	12 0	12 0	...	...	...	...	240 0	240 0	7 0	8 6
Shimoga	11 0	11 0	12 0	12 0	12 10	12 10	14 11	14 11	29 6	29 6	...	16 13	31 8	32 9	...	55 0	12 0	12 0	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldroog	13 10	12 10	...	15 12	12 10	12 10	14 11	14 11	29 6	29 6	...	...	44 0	44 0	...	60 0	12 0	12 0	...	...	...	...	320 0	320 0	8 0	8 0
Coorg—																												
Coorg	9 0	9 0	8 0	8 0	9 0	9 0	12 8	11 0	...	...	...	...	32	33 0	...	...	13 8	13 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	...	...	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1890.

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	12 0 0	10 0 0	15 0 0
Rangoon	10-0 to 12-0	14-0 to 16-0	30-0 to 45-0
Thôngwa	12 0 0	12 0 0	30 0 0
Bassein	15-0 to 22-0	12 0 0	22-0 to 37-0
Pegu (inland)—			
Shwegyin	20 0 0	14 0 0	30 0 0
Tharrawaddy	20-0 to 25-0	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 to 15-0	15-0 to 20-0
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	15 0 0	20 0 0
Arakan—			
Sandoway	15 0 0	10 0 0	30 0 0
Kyaukpyu	10 0 0	14 0 0	25 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	6 0 0	7 0 0	14-0 to 15-0
Khási and Jaintiá Hills	8-0 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 40-0
Brahmaputra—			
Goálpára	8-0 to 9-0	8-0 to 10-0	15-0 to 60-0
Kámrúp	6-0 to 8-0	8-0 to 10-0	12-0 to 20-0
Darrang	5-0 to 12-0	8-0 to 10-0	6-0 to 40-0
Nowgong	7-0 to 9-0	9-0 to 10-0	10-0 to 30-0
Sibságar	9 6 0	8-0 to 12-0	15-0 to 40-0
Lakhimpur	8-0 to 9-0	8-0 to 12-0	12-0 to 40-0
Bengal—			
Eastern hill tracts—			
Chittagong Hill Tracts	12 0 0	*	20-0 to 30-0
Hill Tipperah	8 0 0	6 0 0	15 0 0
Nágá Hills	10-0 to 15-0	10-0 to 15-0	20-0 to 40-0
Eastern—			
Backergunge	9 8 0	6 0 0	12-0 to 15-0
Noakholly	4-0 to 6-0	5-0 to 6-0	5-0 to 10-0
Chittagong	9 0 0	7 0 0	12 0 0
Tipperah	7-0 to 10-0	6-0 to 8-0	8-0 to 15-0
Dacca	6-0 to 10-0	8-0 to-12-0	8-0 to 20-0
Mymensingh	9-0 to 10-0	6-0 to 7-0	12-0 to 30-0
Deltaic—			
Khoolna	7-8 to 9-6	7-0 to 9-0	12-0 to 30-0
24-Pergunnahs	9-0 to 10-0	6-0 to 7-0	15-0 to 20-0
Midnapore	6 9 0	6 0 0	7-8 to 10-0
Howrah	7-8 to 15-0	6-0 to 8-0	12-0 to 25-0
Calcutta	8 0 0	6 0 0	15 0 0
Hooghly	9 6 0	6-0 to 7-0	8-0 to 40-0
Nuddea (Kishnaghur)	7 8 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	10 0 0	10 0 0	15 0 0

* Not procurable.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1890—*continued.*

Districts.	AVERAGE WAGES PER MONTH. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
Bengal—*contd.*	℟ a. p.	℟ a. p.	℟ a. p.
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	8 0 0	5 0 0	12 0 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	7 8 0	5-0 to 7-0	10-0 to 20-0
Rajshahye	5-0 to 7-0	4-0 to 6-0	7-0 to 16-0
Maldah	7 8 0	5 0 0	8-0 to 12-0
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 10-0	11-0 to 20-0
Orissa—			
Pooree	7 8 0	5 0 0	7-8 to 9-6
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—			
Singhbhoom	3 0 0	4 0 0	12 0 0
Manbhoom	4 3 6	5 0 0	9-6 to 8-12
Lohardugga	2-13 to 3-12	3-8 to 5-0	3-12 to 9-6
Hazáribágh	4 0 0	5 0 0	8 0 0
Behar, south—			
Monghyr	4-11 to 7-8	3-0 to 5-0	5-10 to 15-0
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
Behar, north—			
Purneah	5-10 to 6-9	4-0 to 5-0	7-0 to 16-0
Bhágalpur	4 11 0	4-0 to 5-0	7-8 to 9-6
Durbhunga	3-12 to 4-8	3-0 to 4-0	3-12 to 9-6
Mozufferpore	3-12 to 5-10	3-0 to 4-8	5-10 to 11-4
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	4 0 0	5 0 0	8 0 0
Benares	4 0 0	4 8 0	8 11 0
Ghazipur	3 12 0	5 0 0	7 8 0
Jaunpur	3 8 0	5 0 0	7 8 0
Allahabad	4 11 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
Hamirpur	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	5 0 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	8-0 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	10-0 to 11-0
Muttra	4 11 0	5 0 0	9 4 0
Aligarh	3-12 to 4-0	4-0 to 5-0	8-0 to 12-0
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

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1890—*continued.*

Districts.	AVERAGE WAGES PER MONTH. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
N.-W. Provinces—*contd.*	℟ a. p.	℟ a. p.	℟ a. p.
Sub-montane—contd.			
Basti	3 12 0	4-0 to 5-0	12 0 0
Sháhjahánpur	2-0 to 3-0	3-0 to 6-0	7-0 to 10-0
Budaun	3 0 0	4 0 0	8 0 0
Pilibhít	5 12 0	4 0 0	10 0 0
Bareilly	3 12 0	4 0 0	7 8 0
Moradabad	3 8 0	4-0 to 5-0	7 8 0
Tarái	5 0 0	6 0 0	10 0 0
Bijnor	3 12 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 Dún	5 0 0	6 0 0	10 0 0
Kumaun	4-0 to 8-0	5 0 0	10-0 to 12-0
Garhwál	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
Sultanpur	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	9 4 0
Lucknow	4 0 0	4 0 0	11-4 to 15-0
Hardoi	3 12 0	5 0 0	9 6 0
Northern—			
Fyzabad	2 13 0	3-8 to 4-0	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
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 7-0	25-0 to 35-0
Sirohee	5 0 0	5 0 0	15 0 0
Erinpura	6 0 0	6 0 0	12 0 0
Ajmere	5 0 0	6 0 0	10-0 to 11-0
Abu	7 8 0	7 0 0	18 12 0
Kishengurh	5 0 0	5 0 0	5-10 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
Jhallawar	4-0 to 5-0	4-0 to 7 0	5-0 to 30-0
Tonk	3 12 0	2 13 0	7 8 0
Jeypore	2-0 to 3-0	3-8 to 6-0	7-8 to 12-4
Kerowlee	2 0 0	.....	4-0 to 5-8
Dholpur	4 11 0	.....	6-0 to 10-5
Bhurtpore	4 0 0	.....	5-8 to 7-0
Ulwur	4-0 to 4-8	3-0 to 6-0	8-0 to 15-0
Deoli Cantonment	3-12 to 5-10	.....	7-8 to 9-6
Nusseerabad 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 8 0	.....	11 8 0
Anádra	7 8 0	6 0 0	.....
Shahpoora	4 11 0	4 11 0	9 6 0
Western—			
Jodhpore	5 10 0	5 10 0	15 0 0
Jeysulmere	.....	.....	15 0 0
Bickaneer	4 11 0	3 15 9	8-7 to 12-10-6
Central India—			
Indore	6 0 0	7 0 0	12-0 to 15-0
Neemuch Cantonment	5 10 0	7 0 0	12-0 to 13-0
Baghelkhand (Sutna)	4 8 0	5 0 0	9-12 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

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1890—*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—			
Southern—			
Hissar	5 0 0	6 0 0	10 0 0
Ferozepore	6 0 0	6 0 0	13 9 6
Montgomery	8 0 0	6 0 0	14 0 0
Central—			
Gurgaon	4 11 0	5 2 6	11 4 0
Delhi	5 10 0	5 10 0	11 14 0
Rohtak	6 0 0	6 0 0	9 5 4
Karnál	7 4 0	5 0 0	14 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	5 2 6	5 8 0	10 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	15 0 0
Amritsar	7 0 0	5 8 0	14 8 0
Hills—			
Simla	6 9 0	7 0 0	16 14 0
Kángra	7 8 0	5 10 0	15 0 0
North-western—			
Siálkot	6 0 0	6 0 0	15 0 0
Gujránwála	5 8 0	5 8 0	14 0 0
Gujrát	4 0 0	4 0 0	11 5 4
Jhelum	6 0 0	6 0 0	13 0 0
Ráwalpindi	6 0 0	7 0 0	20 0 0
Hazára	7 0 0	7 8 0	22 8 0
Peshawar	6 0 0	6 8 0	22 8 0
Kohát	9 0 0	7 8 0	22 9 0
Western—			
Shahpur	5 0 0	6 0 0	13 8 0
Jhang	4 0 0	6 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. Khan	6 0 0	6 0 0	17 14 3
Muzaffargarh	7 0 0	6 0 0	20 0 0
D. G. Khan	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 35·0
Hyderabad (Gidu Bandar)	10 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 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 26·4
Quetta	15 0 0	15 0 0	35·0 to 40·0
Bombay—			
Konkan—			
Karwar	8 7 0	9 0 0	18·12 to 22·8
Ratnágiri	7 8 0	10 0 0	12·0 to 15·0
Colába (Alibág)	5 10 0	10 0 0	15 0 0
Bombay	11 0 0	9 8 0	27·8 to 42·8
Tanna (Salsette)	9 6 0	9 0 0	22 8 0
Deccan—			
Dharwar (Hubli)	8 0 0	8 0 0	15·0 to 18·0
Belgaum	6 0 0	7 0 0	14 0 0
Satara	6 8 0	8 0 0	8·15 to 22·8
Sholapur	6 0 0	9 0 0	25 0 0
Bijápur	7 0 0	10 0 0	15·0 to 22·8
Poona (City)	9 0 0	10 0 0	11·8 to 22·8
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)	6·0 to 7·0	6·0 to 7·0	12·0 to 20·0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1890—*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.*
Bombay—*contd.*			
Guzerat—			
Surat	5·0 to 8·0	8·0 to 10·0	15·0 to 25·0
Broach	7 8 0	8 0 0	15·0 to 20·0
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 Máháls (Godhra)	5 8 0	7 0 0	15·0 to 19·0
Deesa Cantonment	5 10 0	7 0 0	18 12 0
Kattywar—			
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 21·0
Khandwa-Ásirgarh 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 0	6 0 0	15 0 0
Chhindwára	4 0 0	6 0 0	15 0 0
Nágpur	4 0 0	5 0 0	15 0 0
Wardha	4 0 0	6 0 0	15 0 0
Central—			
Narsinghpur	4·0 to 5·0	6·0 to 7·0	12·0 to 15·0
Saugor	4 0 0	5 0 0	12 0 0
Damoh	4 0 0	6 0 0	10·0 to 13·0
Jubbulpore	3·0 to 4·0	6·0 to 7·0	7·8 to 12·0
Mandla	4 0 0	6 0 0	12 0 0
Seoni	4 0 0	6 0 0	12 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—			
Biláspur	4 0 0	7 0 0	16 0 0
Raipur	4 0 0	6 0 0	8·0 to 12·0
Sambalpur	3 0 0	4 0 0	12 0 0
Berar—			
Buldána	7 8 0	7 8 0	22 8 0
Básim	6 0 0	7 0 0	16 2 0
Akola	7 0 0	7 0 0	20·0 to 22·0
Ellichpur	6 0 0	7 0 0	15·0 to 20·0
Amráoti	7 8 0	8 0 0	20 0 0
Wún	8 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	...	5 15 10	17 10 3
Chadarghat	7·0 to 8·0	8 0 0	15 0 0
Madras—			
Malabar Coast—			
Malabar	6 14 4	6 6 10	14 3 6
S. Canara	6 14 0	6 12 0	18 2 0
South, central—			
Coimbatore	4 12 0	5 13 4	17 8 0
Nílgiris	7 2 0	8 10 0	27 2 0
Salem	3 10 8	5 5 4	13 2 8
Central—			
Bellary	5 5 0	7 0 0	15 0 0
Anantapur	5 0 0	7 0 0	20 0 0
Cuddapah	7 8 0	7 8 0	15 0 0
Kurnool	5 10 0	5 10 0	18 12 0
East Coast, north—			
Ganjam	3 12 0	6 0 0	10 0 0
Vizagapatam	4 4 0	4 4 0	10 8 0
Godávari	5 2 8	5 5 4	15 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1890 —*concluded.*

Districts.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
Madras—*contd.*	R a. p.	R a. p.	R a. p.
East Coast, central—			
Kistna	6 5 4	7 5 4	17 0 0
Nellore	5 8 0	6 4 0	16 10 8
East Coast, south—			
Madras	6 4 0	5 12 0	14 2 8
Chingleput	4 8 0	5 0 0	13 8 0
N. Arkot	5 8 0	6 6 5	16 6 5
S. Arkot	5 6 4	6 3 4	12 11 4
Tanjore	6 2 2	6 3 2	15 0 0
Trichinopoly	5 15 6	7 0 0	12 8 0
Southern—			
Tinnevelly	5 4 0	6 10 8	13 4 0
Madura	6 0 0	6 0 0	15 0 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
Túmkúr	7 0 0	7 0 0	15-0 to 22-8
Hassan	5 0 0	7 8 0	15-0 to 30-0
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
Chitaldroog	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,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, September 29th, 1890.

Throughout nearly the whole of the week under review and throughout nearly the whole of India the weather has been cyclonic and governed by a deepish depression which appeared over the Circars Coast at the close of last week and which during the present week travelled slowly along a curved course which led it first through the east of the Central Provinces, then into Bundelkhand and the east of the North-West Provinces and subsequently through Behar and North Bengal into the Assam Valley. Not only was this main depression a disturbance of some magnitude, giving strong cyclonic winds and heavy rain to a considerable part of India, but small subsidiary storms which, though small in size, were of considerable intensity, appear to have been formed within the disturbed area and to have given very rough weather within the narrow track over which they travelled. One of these storms occurred at Chikalda on the 26th and a second in East Bengal and Assam on the 28th. The mail steamer which arrived at Bombay on the 29th experienced a moderate south-south-west to west monsoon, with rain at times, so that it appears that the set of the monsoon current towards India was stronger during the present than during several past weeks.

The chart of the 23rd showed a well marked depression overlying the Circars Coast, with its centre apparently between Vizagapatam and Gopalpore. Fairly steep gradients surrounded this depression, and the influence of the storm was felt in all parts of the Indian region, except the North-West. The wind circulated cyclonically around the storm centre, the only directions not affected by the cyclone being those of the winds over the Punjab and Sind. The force was about normal very generally, but in places it was high and squally. Rain was altogether absent, or only very light and scattered, over North-West India and the west of the Peninsula, but elsewhere the fall was general and moderately heavy. On the 24th the chart showed that the depression from the Bay had advanced north-westward and that the centre was near Raipur. The intensity of the depression had somewhat diminished, but the general distribution of pressure and the circulation of the winds had not materially changed. There was again no rain reported from the plains of North-Western India or the west and centre of the Peninsula, but over Bengal, the North-West and Central Provinces the fall was general and in places heavy. Between the 24th and 25th the storm had continued to move north-westward, and the centre at 8 a.m. on the latter date lay near Seoni. Rain had fallen on the West Coast and in Rajputana, but otherwise there was no important change. By the morning of the 26th the storm had begun to recurve to north-east, and the centre lay to the west of Jubbulpore. Rain had continued to fall on the Bombay Coast and had extended somewhat over North-West India. In other respects there was again no change. The rainfall on the western and north-western sides of the storm was heavy, and around the north-west angle of the Bay heavy local rain was reported. The chart of the 27th showed a further easterly or east-north-easterly movement of the storm, the centre of which lay apparently near Gya. The cyclonic circulation around the centre was strong and well defined. There was no rain in the east and south of the Peninsula or on the plains of North-West India. On the 28th the barometer was rising, except in the Punjab, and the depression had to a large extent filled up. It was however still plainly traceable with its centre near Purneah. Gradients were much slighter, and except over Bengal the winds were not strong. The amount of rain had decreased, except in North Bengal, where the fall was heavy. By the 29th the storm had practically disappeared. The weather was however in a feebly unsettled state generally, with a good deal of rain in Bengal.

Temperature has been low throughout the week. The heavy general rain which has fallen over the greater part of the country has lowered the temperature throughout the whole. The coolest day, taking into account the whole of India, was the 27th; the warmest days were the 23rd and 29th.

The following table shows the variations in the mean temperature according to Provinces for the present and the past weeks :

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	— 0·6°	— 1·1°
Bengal	— 0·5°	— 3·7°
North-West Provinces	— 1·0°	— 4·2°
Punjab	+ 1·3°	+ 0·3°
Bombay	— 0·3°	— 0·8°
Central Provinces	+ 0·7°	— 3·6°
Guzerat and Central India	— 0·1°	— 2·0°
Sind and Rajputana	+ 1·3°	— 0·4°
Madras	— 1·3°	— 0·7°

This table shows a considerable fall of temperature since last week over the greater part of the country. The difference of temperature from the mean was very large over North-Eastern and Central India. Towards the close of the week the maxima in the North-West and Central Provinces were from 10° to 20° below the normal.

Rain.—During the week under review rain has fallen in all districts of India, except the Punjab (West), Kattiawar, Sind and Madras (South). In Sind no rain is expected at this season, in the Punjab (West) only one-tenth of an inch and in Kattiawar only one-quarter of an inch, so that Madras (South) is the only district where there has been no rain in which any important fall is anticipated during this week. The actual distribution of rain, when compared with the normal, shows large irregularities. For instance the rainfall in Bengal, the North-West Provinces and the Central Provinces has been largely in excess of that normally received, while on the contrary the actual fall in the west and south of the Peninsula has been much less than usual. In normal years the heaviest average fall is reported from Tenasserim (5 inches) and the next largest fall is in the Surma Valley, Assam (4 inches). In the present year the heaviest average fall (10 inches) is reported from Orissa, followed by 8 inches in North and Central Bengal. The third column of the concluding table shows that excessive rain was reported from twenty-five and deficient rain from twenty-four of the rainfall districts. The regions of deficient rain include Burma, Assam, the west and centre and south of the Peninsula, Guzerat and Kattiawar. The regions of excessive rain include Bengal, the North-West Provinces, the Central Provinces, Central India, Rajputana and the Circars. In the Punjab the differences from the average were very small. The amount of the excess equals $8\frac{1}{4}$ inches in Orissa, $6\frac{1}{2}$ inches in Central Bengal and $5\frac{1}{4}$ inches in the Central Provinces (Central). The more important deficiencies are $2\frac{1}{2}$ inches in Assam (Surma), 2 inches in Assam (Brahmaputra), $1\frac{3}{4}$ inches in Tenasserim and Malabar, and $1\frac{1}{2}$ inches in Lower Burma and Khandeish.

The concluding column of the table shows that the seasonal rainfall is in defect by more than 10 % of the average fall in the following divisions :—Tenasserim, Punjab (South), Punjab (hill districts), Malabar, Coorg, Mysore, Bombay Deccan, Khandeish, Central Provinces (West), Kattiawar and East Coast (Central). This list differs somewhat from that given last week. Deltaic Bengal and Central India have dropped out, while the Bombay Deccan and the Punjab (hill districts) have been included.

The following are the principal large falls recorded during the week :

Burma—	Tounghoo	$7\frac{1}{2}$ inches.
Bengal—	Jamalpur (Mymensingh)	$9\frac{1}{2}$,,
	Contai (Midnapur)	$12\frac{1}{2}$,,
	Serampore (Hooghly)	$8\frac{1}{2}$,,
	Cutwa (Burdwan)	11 ,,
	Rungpore (Moorshedabad)	16 ,,
	Nattore (Rajshahye)	16 ,,
	Panchbilli (Bogra)	24 ,,
	Balurghat (Dinagepore)	$15\frac{1}{2}$,,
	Rungpore (Rungpore)	15 ,,
	Puri (Orissa)	20 ,,
	Cuttack (Orissa)	14 ,,
	Balasore (Orissa)	$17\frac{1}{2}$,,
North-West Provinces—	Narhon (Lalitpur)	12 ,,
Central Provinces—	Ramlek (Nagpur)	$18\frac{1}{2}$,,
	Mohopani (Narsinghpur)	$14\frac{1}{2}$,,
	Tejgarh (Damoh)	11 ,,

PROVINCE.	DIVISION.	Rainfall Data for week ending September 29th, 1890. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect, in inches.	Rainfall Data from May 27th to September 29th, 1890. Average actual rainfall of season to date.	Average normal rainfall, May 27th to September 29th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	3·51	5·18	—1·67	126·30	160·94	— 22
	Lower Burma	1·64	3·22	—1·58	77·58	79·71	— 3
	Central Burma	2·89	2·65	+0·24	57·37	63·42	— 9
	Upper Burma	1·38	?	?	22·83	?	?
	Arakan	2·30	3·21	—0·91	166·99	160·16	+ 4
Bengal and Assam	Eastern Bengal	2·04	2·45	—0·41	66·78	72·15	— 7
	Assam (Surma)	1·43	3·92	—2·49	112·52	81·54	+ 38
	Do. (Brahmaputra)	0·58	2·50	—1·92	63·95	59·89	+ 7
	Deltaic Bengal	5·77	1·42	+4·35	42·09	45·51	— 8
	Central Bengal	8·43	1·90	+6·53	52·58	46·14	+ 14
	North Bengal	8·03	3·95	+4·08	106·52	84·50	+ 26
	Orissa	10·19	1·80	+8·39	52·49	43·84	+ 20
	Chota Nagpur	3·97	1·39	+2·58	43·74	44·50	— 2
	Behar (South)	4·06	1·93	+2·13	47·22	36·79	+ 28
	Do. (North)	4·71	2·15	+2·56	58·62	42·34	+ 39
North-Western Provinces and Oudh.	North-Western Provinces (East)	3·84	0·94	+2·90	46·20	33·84	+ 36
	Oudh (South)	1·45	0·91	+0·54	44·23	32·65	+ 35
	Do. (North)	1·07	1·17	—0·10	54·80	35·03	+ 56
	North-Western Provinces (Central).	2·28	0·49	+1·79	32·46	27·99	+ 16
	North-Western Provinces (West).	3·05	0·28	+2·77	34·39	26·91	+ 28
	North-Western Provinces (Submontane).	1·24	0·97	+0·27	52·20	38·52	+ 36
Punjab	Punjab (South)	0·19	0·22	—0·03	10·36	11·97	— 13
	Do. (Central)	0·43	0·25	+0·18	23·11	20·75	+ 11
	Do. (Submontane)	0·65	0·56	+0·09	22·58	24·18	— 7
	Do. (Hill Districts)	1·63	1·93	—0·30	73·07	74·74	— 18
	Do. (North-West)	0·40	0·32	+0·08	20·95	17·80	+ 18
	Do. (West)	0	0·11	—0·11	5·49	6·12	— 10
Bombay and Malabar Coast Districts (Madras).	Malabar	0·46	2·16	—1·70	72·89	90·12	— 19
	Madras (South Central)	0·11	1·31	—1·20	20·30	13·87	+ 46
	Coorg	1·59	2·61	—1·02	67·81	89·19	— 24
	Mysore	0·12	0·74	—0·62	9·98	16·96	— 41
	Konkan	1·27	1·76	—0·49	127·33	98·38	+ 29
	Bombay Deccan	0·26	1·29	—1·03	24·95	28·66	— 13
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·11	1·51	—1·40	17·46	23·53	— 26
Central Provinces and Berar.	Berar	1·90	1·51	+0·39	35·33	33·90	+ 4
	Central Provinces (West)	4·74	1·05	+3·69	36·06	40·52	— 11
	Ditto (Central)	6·28	0·94	+5·34	53·77	48·26	+ 11
	Ditto (East)	4·42	1·34	+3·08	46·73	47·07	— 1
Bombay (North)	Guzerat	0·04	1·05	—1·01	34·12	37·71	— 10
	Kattiawar	0	0·26	—0·26	15·28	26·24	— 42
	Sind	0	0	0	5·71	4·33	+ 32
Rajputana and Central India.	Central India (East)	2·35	1·19	+1·16	34·21	34·38	0
	Rajputana (East), Central India (West).	2·05	0·54	+1·51	24·68	26·05	— 5
	Rajputana (West)	1·73	0·21	+1·52	13·77	12·56	+ 10
Madras	East Coast (North)	1·80	1·76	+0·04	25·80	22·47	+ 11
	Ditto (*a*)	2·70	1·13	+1·57	54·50	53·29	+ 2
	Hyderabad (South)	0·50	1·00	—0·50	26·51	20·06	+ 32
	Madras (Central)	0·42	1·72	—1·30	14·44	15·88	— 9
	East Coast (Central)	0·64	1·41	—0·77	13·60	17·00	— 20
	Ditto (South)	0·12	1·17	—1·05	16·05	13·93	+ 15
	Madras (South)	0	0·88	—0·88	7·14	7·41	— 4

SIMLA, *2nd October, 1890.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

W. C. BENETT,
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 27th September.*—No rain in four districts, good in two, fair in two and slight elsewhere. Standing crops generally good, but suffering from want of rain in parts of eight districts. Oil seeds blighted in Kadiri taluk, Cuddapah. Outturn of grains generally below average. The price of *ragi* fell in twelve districts; those of other grains nearly stationary. Prospects fair.

Bombay.—*For week ending 1st October.*—Slight rain throughout the Presidency proper, except in three districts; more wanted in parts of Guzerat and Kattiawar and several talukas of the Deccan and Karnatic. Standing crops good, except in a few talukas of seven districts, where they are injured by drought or other causes. Harvesting and sowing generally progressing. Fodder generally sufficient and agricultural stock healthy.

Bengal.—*For week ending 30th September.*—Copious rain has fallen generally during the week, except in East Bengal, where the falls have been light and scattered. The rain has improved the prospects of the winter rice crop which is now everywhere doing well. Autumn harvests are practically over. Outturn of early rice and jute is on the whole fair, but that of the *bhadoi* crops in Behar is very poor. Cultivation for the *rabi* crops is proceeding, and sowing of *kalai* and other earlier sorts has begun. Sugarcane is generally a promising crop. The price of rice continues steady. Charitable relief and agricultural loans are being given in the distressed tracts of Central Bengal.

North-Western Provinces and Oudh.—*For week ending 1st October.*—The rainfall has been general and heavy in three districts. Crop prospects have much improved, and ploughing for *rabi* is going on. Early rice and millets are being harvested. Markets are well supplied and prices are generally steady, except in three districts, where they have fallen.

Punjab.—*For week ending 1st October.*—Rain has fallen in all districts, except four. Prices are unsettled in one district, rising in one, fallen in one and stationary elsewhere. Harvesting of *kharif* crops commenced. Ploughing and sowing of *rabi* in progress. Condition of standing crops is generally reported good to average. Crops are suffering for want of rain in many districts. Crops slightly damaged by locusts which appeared in two tahsils of Amritsar. Fodder sufficient in all districts, except Jullundur.

Central Provinces.—*For week ending 1st October.*—Rain has been general, and heavy falls have occurred in some districts. In Bilaspur the rice crop has benefited by the large fall, while in Seoni *kulthi* has suffered to some extent. Crops have been damaged by locusts in a few villages in the Harda and Seon tahsils of the Hoshangabad district. Loss reported to be four annas in the rupee. Prospects of other crops favourable.

Burma.—*For week ending 27th September.*—Rain fell throughout Lower Burma, and the crop prospect is generally good, but crops on low lying lands have been flooded in three districts. Rain fell in all districts in Upper Burma, and the prospects there have generally improved, but more rain is urgently wanted in six districts. The price of paddy has fallen in three districts and has risen in two.

Assam.—*For week ending 1st October.*—Cold weather setting in. Harvesting of early and transplanting of late rice almost over. State and prospects of crops generally good.

Mysore and Coorg.—*For week ending 1st October.*—Rainfall slight in two districts, but more is much needed throughout the State. Crops and prospects generally good. Prices fallen in Bangalore and risen in Tumkur and Chitaldroog districts.

Rainfall a little over 1 inch in Coorg; more needed for paddy crops.

Berar and Hyderabad.—*For week ending 1st October.*—Average rainfall slightly over 2 inches in Berar. Standing crops in good condition. Weather cloudy. Weeding operations continue. Land is being prepared for ensuing *rabi* crops. Fodder sufficient. Prices almost steady.

Over 2 inches of rain in Hyderabad during the week. Weeding of *abi* crops continues. *Kharif* crops thriving. Water in tanks in some places insufficient. Prices stationary.

Central India.—*For week ending 1st October.*—Rain fell throughout Central India during the week; fall reported sufficient in four agencies. Condition of standing crops fair in Bhopal, but Indian corn suffered in parts from scarcity of rain and in others from excess. Crops in parts of Bhopal and Western Malwa much damaged by locusts. Prices of food-grains in Bundelkhand and Neemuch steady.

Rajputana.—*For week ending 1st October.*—Rain fell in twelve States. Standing crops generally good. Damaged by locusts in five States and for want of rain in two States. Agricultural stock good generally. Pasturage or fodder insufficient in two States of Ajmere and one agency. Prices steady in seven, rising in two and falling in three States.

Nepal.—*For week ending 25th September.*—Rainfall nearly an inch and a half. Weather partially cloudy. Prospects of crops good.

W. C. BENETT,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.
(STATISTICS.)

IMPORTS OF COTTON, WHEAT, LINSEED AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed and Indigo by rail and river into Calcutta, Bombay Town and Karachi during the month of July 1890.

Articles, and whither imported.	Whence exported.											Total.
	Madras.	Bombay.	Sindh.	Bengal.	N. W. P. and Oudh.	Punjab.	Central Provinces.	Berar.	Assam.	Rajputana and Central India.	Nizam's Territory.	Mysore.	
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Cotton, raw—													
Calcutta	...	...	...	7,138	3,722	1,717	...	...	70	...	...	...	16,802
Bombay Town	1,683	44,808	...	...	11	...	374	4,039	...	4,155	10,404	...	70,871
Karachi	...	...	12,401	...	...	72	...	...	...	9,552	...	...	12,473
TOTAL	1,683	44,808	12,401	7,138	3,733	1,789	374	4,039	70	13,707	10,404	...	1,00,146
Wheat—													
Calcutta	...	...	...	2,41,959	94,837	4,127	3,550	...	...	...	...	...	3,44,482
Bombay Town	...	34,574	...	...	24,411	37,539	3,16,991	2,477	...	29,763	...	...	4,65,755
Karachi	...	...	5,29,336	...	...	6,01,790*	...	...	...	...	...	...	11,91,126
TOTAL	...	34,574	5,29,336	2,41,959	1,19,248	7,23,456	3,20,550	2,477	...	29,763	...	...	20,01,363
Linseed—													
Calcutta	...	...	...	5,66,426	1,52,339	...	6,068	...	14,621	2,253	...	...	7,41,698
Bombay Town	81	9,806	...	...	1,426	...	10,155	11,261	...	5,923	8,969	...	47,621
Karachi	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	81	9,806	...	5,66,426	1,53,756	...	16,223	11,261	14,621	8,176	8,969	...	7,89,319
Indigo—*													
Calcutta	...	...	...	12	...	...	...	...	...	...	...	...	12
TOTAL	...	...	...	12	...	...	...	...	...	...	...	...	12
GRAND TOTAL	1,764	89,188	5,41,737	8,15,535	2,76,737	7,25,245	3,37,147	17,777	14,691	51,646	19,373	...	28,90,840

* The imports of indigo into Bombay Town and Karachi are not returned.

W. C. BENETT,
Offg. Secretary to the Government of India.

DEPT. OF REVENUE AND AGRICULTURE,
Simla, the 1st October, 1890.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXIII OF 1890-91.

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 September 1889.			Week ending 13th September 1890.			Total Receipts from 1st April to 14th September 1889.		Total Receipts from 1st April to 13th Sept. 1890.		Total increase in 1890-91.	Total decrease in 1890-91.
		Total mean length open.	Receipts.		Total mean length open.	Receipts.		Total.	Per mile open per week.	Total.	Per mile open per week.		
			Total.	Per mile open.		Total.	Per mile open.						
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
20th September 1890	East Indian (*a*)	1,526	6,90,037	452	1,526	6,83,950	448	1,96,41,739	536	1,81,37,593	495	...	15,04,146
20th ditto	Patna-Gya	57	16,161	283	57	6,802	119	2,16,373	158	2,00,688	146	...	15,685
6th ditto	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 43,363	55	(*d*) 42,136	53	...	1,227
20th ditto	Bengal-Nágpur (*e*)	305	22,822	75	584	36,010	62	8,21,070	113	12,72,821	94	4,51,751	...
13th ditto	Indian Midland (*f*)	752	44,351	59	752	45,805	61	12,69,247	81	14,09,367	79	1,40,120	...
20th ditto	Rajputana-Malwa	1,672	2,39,605	143	1,672	2,60,000	156	90,06,600	227	72,82,683	184	...	17,23,917
13th ditto	Southern Mahratta	856	59,834	70	1,042	90,123	87	19,49,464	95	20,67,909	85	1,18,445	...
13th ditto	Do. Mysore Section	296	19,384	65	296	35,887	121	3,69,707	66	5,36,554	76	1,66,847	...
13th ditto	Villupuram-Guntakal	83	4,725	57	83	3,926	47	1,17,824	60	1,09,492	56	...	8,332
13th ditto	Bengal and North Western* (*g*)	649	50,234	77	691	69,060	100	20,71,273	134	20,10,706	127	...	60,567
	TOTAL	6,196	11,47,153	185	6,703	12,31,563	184	3,55,06,660	245	3,39,69,949	209	...	24,36,711
	State Lines worked by the State.							(*h*)		(*i*)			
13th September 1890	North Western	2,386	(*h*) 4,32,020	181	2,399	(*i*) 4,80,977	200	1,24,68,713	219	1,16,01,035	204	...	8,67,678
13th ditto	Oudh and Rohilkhand	692	96,212	139	692	1,20,585	174	35,04,279	211	30,84,312	186	...	4,19,967
13th ditto	Lucknow-Sitapur-Serámau	105	3,626	35	105	4,527	43	1,51,740	60	1,46,359	58	...	5,381
13th ditto	Eastern Bengal	747	2,70,988	367	793	1,46,590	192	44,38,400	262	45,42,093	250	1,03,693	...
13th ditto	Bengal Central†	125	20,618	165	125	6,340	51	3,34,641	111	2,82,922	94	...	51,719
13th ditto	Nalhátí	27	1,685	62	27	970	36	45,020	69	42,523	65	...	2,497
13th ditto	Wardha Coal (*j*)	45	2,355	52	45	21,016	467	3,49,432	325	4,01,937	433	1,12,505	...
13th ditto	Cherra-Companyganj	7	307	44	8	493	62	3,425	19	6,933	36	3,508	...
13th ditto	Jorhát	25	1,544	61	25	1,843	73	29,579	49	28,784	48	...	795
13th ditto	Burma (*k*)	553	78,705	142	550	83,943	151	20,79,495	158	22,35,544	170	1,56,049	...
	TOTAL	4,712	9,08,060	193	4,745	8,67,284	183	2,34,04,724	210	2,24,32,442	200	...	9,72,282
	Lines worked by Guaranteed Companies.												
13th September 1890	Great Indian Peninsula (*l*)	1,440	3,74,929	260	1,440	4,34,892	302	1,49,51,565	434	1,58,30,029	463	8,78,464	...
20th ditto	Bombay, Baroda and Central India	461	1,77,449	385	461	1,86,000	403	59,42,162	540	59,10,553	541	...	31,609
13th ditto	Madras	840	1,59,364	190	840	1,75,170	209	42,06,905	213	42,64,935	214	...	1,970
13th ditto	South Indian	654	1,13,750	174	654	1,13,744	174	27,43,527	176	28,77,782	186	1,34,255	...
	TOTAL	3,395	8,25,492	243	3,395	9,09,806	268	2,79,04,159	344	2,88,83,299	359	9,79,140	...
GRAND TOTAL (Guaranteed and State)		14,303	28,80,705	201	14,843	39,08,653	203	8,68,15,543	258	8,43,85,690	240	...	24,29,853
	Gross Estimated Expenses	...	...	...	...	...	...	4,57,98,250	136	4,49,04,063	128	...	8,94,187
	Net Receipts	...	...	...	...	...	...	4,10,17,293	122	3,94,81,627	112	...	15,35,666
	Assisted Companies.												
20th September 1890	Tárakeshwar	22	4,212	191	22	4,706	214	1,30,156	244	1,33,077	249	2,921	...
6th ditto	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 1,46,794	100	(*d*) 1,40,055	95	...	6,739
6th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 2,19,425	122	(*d*) 2,26,955	127	7,530	...
	TOTAL	22	4,212	191	22	4,706	214	4,96,375	125	5,00,087	126	3,712	...
	Native States Lines worked by Companies.												
13th September 1890	The Nizam's Guaranteed State	354	37,731	106	354	47,051	133	10,22,841	121	11,59,049	138	1,36,208	...
20th ditto	The Gaekwar's Dabhoi	59	2,629	45	72	6,620	92	63,272	45	1,00,330	64	37,058	...
20th ditto	The Gaekwar's Mehsána	27	639	23	27	700	26	26,205	41	22,497	35	...	3,708
20th ditto	The Gaekwar's Petlád	...	...	...	14	910	67	...	...	(*m*) 18,988	74	18,988	...
	TOTAL	440	40,999	93	467	55,281	118	11,12,318	106	13,00,864	119	1,88,546	...
	Native States Lines worked by the State.												
13th September 1890	Rájpura-Bhátinda	...	(*n*)	...	108	13,074	121	(*n*)	...	2,28,188	89	2,28,188	...
	Native States Lines.												
20th September 1890	Jodhpore	124	5,152	42	124	5,000	40	1,57,325	53	1,72,940	59	15,615	...
13th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	261	20,341	78	331	23,162	70	6,23,110	100	7,67,527	98	1,44,417	...
13th ditto	Morvi	68	2,333	34	94	3,752	40	95,048	58	1,48,703	66	53,655	...
	TOTAL	453	27,826	61	549	31,914	58	8,75,483	81	10,89,170	84	2,13,687	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 7th September 1889.
(*d*) Total receipts from 1st April to 6th September 1890.
(*e*) Includes the Ásansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 13th September 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western Section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, *and October, 1890.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 41.} CALCUTTA, SATURDAY, OCTOBER 11, 1890.

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.

CIVIL WORKS—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN BENGAL FOR THE RABI SEASON OF 1889-90.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.

No. I.—Rabi Statement.

IRRIGATION OPERATIONS FOR THE RABI SEASON, 1889-90.

Comparative Statement of Irrigation and Rainfall in Canal Districts of Bengal.

DISTRICT.	Area in acres.	Culturable acres.	AREA IRRIGATED. 1888-89.	AREA IRRIGATED. 1889-90.	1889-90 AS COMPARED WITH 1888-89. Increase.	1889-90 AS COMPARED WITH 1888-89. Decrease.	RAINFALL FOR FOUR MONTHS. NOVEMBER. 1888.	NOVEMBER. 1889.	DECEMBER. 1888.	DECEMBER. 1889.	JANUARY. 1889.	JANUARY. 1890.	FEBRUARY. 1889.	FEBRUARY. 1890.	TOTAL. 1888-89.	TOTAL. 1889-90	REMARKS.
			Acres.	Acres.	Acres.	Acres.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	
Cuttack . .	Information not available.		2,835	5,964	3,129	...	3·06	11·67	...	0·18	0·03	0·07	0·90	...	3·99	11·92	Average rainfall of eleven stations in the Cuttack district.
Balasore . .			138	95	...	43	1·89	8·89	...	...	0·25	...	0·35	0·15	2·49	9·04	Average rainfall at Bhuddruck and Acquapudda stations.
Midnapore .			*3,369	*440	...	2,929	0·08	3·93	...	...	1·62	...	4·80	...	6·50	3·93	
Hooghly . .			...	...	...	...	...	...	...	...	...	...	...	...	...	...	No rain-gauge stations on the Tidal Reaches of the Midnapore Canal
Gya . . .	3,015,680	2,356,000	5,795	4,448	...	1,347	0·80	...	...	...	0·40	...	0·53	...	1·73	...	Rainfall at Daudnagar station.
Patna . .	1,329,920	1,039,000	5,637	2,871	...	2,766	0·68	0·30	...	...	4·85	...	3 42	...	8·95	0·30	Rainfall at Bankipore station.
Shahabad . .	2,806,400	2,192,500	85,793	46,576	...	39,217	0·47	0·18	...	...	1·64	...	1·08	0·04	3·19	0·22	Rainfall at Arrah station.
Sarun . .	1,680,000	12,500	3,316	159	...	3,157	0·25	1·57	...	...	2·60	...	1·01	0·09	3·86	1·66	Raintall at Sewan station.
TOTAL .	...	...	106,883	60,553	3,129	49,459	...	...	...	...	...	...	...	...	...	...	

* Boro rice.

CALCUTTA,
The 17th September, 1890.

G. A. G. SHAWE,
Under-Secretary to the Government of Bengal.

No. II.—Rabi Statement.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.	Cuttack.	Balasore.	Midnapore.	Hooghly.	Gya.	Patna.	Shahabad.	Sarun.	TOTAL.
Garden and orchards	159	...	...	...	...	...	81	...	240
Sugarcane	67	95	...	...	...	...	...	...	162
Cereals — Wheat	...	...	...	...	794	256	20,632	...	21,682
Cereals — Barley	...	...	...	...	1,630	1,035	9,153	...	11,818
Cereals — Rice	1,825	...	440	...	...	...	...	...	2,265
Cereals — Miscellaneous	28	...	...	...	...	...	124	...	152
Pulse — Gram, &c.	19	...	...	...	457	264	2,388	...	3,128
Pulse — Miscellaneous	469	...	...	...	1,013	522	3,885	34	5,923
Fodder crops — Grass, lucerne	...	...	...	...	...	...	...	2	2
Fibres — Cotton	3,011	...	...	...	...	...	4	...	3,015
Dyes — Indigo	241	...	...	...	...	...	...	...	241
Dyes — Turmeric, &c.	43	...	...	...	...	...	...	...	43
Drugs — Opium	...	...	...	...	554	794	581	123	2,052
Drugs — Tobacco, &c.	...	...	...	...	...	...	...	...	...
Oilseeds — Mustard, &c.	1	...	...	...	...	...	634	...	635
Oilseeds — Castor	97	...	...	...	...	...	...	...	97
Miscellaneous	4	...	...	...	...	...	9,094	...	9,098
Hot weather	...	...	...	...	...	...	...	...	...
TOTAL RABI, 1889-90	5,964	95	440	...	4,448	2,871	46,576	159	60,553
TOTAL RABI, 1888-89	2,835	138	3,369	...	5,795	5,637	85,793	3,316	106,883

A 2

CALCUTTA,
The 17th September, 1890.

G. A. G. SHAWE,
Under-Secretary to the Government of Bengal.

No. III.—Rabi Statement.

IRRIGATION OPERATIONS OF FASL RABI, 1889-90.

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.
	Mahanuddy.	Brahmini-Byturni.		Acquapudda-Jajepore.		Cossye.	Eastern Sone.	Arrah.	Buxar.	Gunduck.	
Garden and orchards	49	99		11		...	...	80	1	...	240
Sugarcane	26	41		95		...	...	...	...	...	162
Cereals — Wheat	...	.....		.....		...	1,050	6,411	14,221	...	21,682
Cereals — Barley	...	.....		.....		...	2,665	8,284	869	...	11,818
Cereals — Rice	2	1,773		50		440	...	...	...	...	2,265
Cereals — Miscellaneous	22	6		.....		...	...	124	...	...	152
Pulse — Gram, &c.	1	18		.....		...	721	2,361	27	...	3,128
Pulse — Miscellaneous	187	282		.....		...	1,535	3,542	343	34	5,923
Fodder crops — Grass, lucerne	...	.....		.....		...	...	...	...	2	2
Fibres — Cotton	314	2,697		.....		...	...	4	...	...	3,015
Dyes — Indigo	...	241		.....		...	...	...	...	...	241
Dyes — Turmeric, &c.	23	20		.....		...	...	...	...	...	43
Drugs — Opium	...	.....		.....		...	1,348	522	59	123	2,052
Drugs — Tobacco, &c.	...	.....		.....		...	...	...	...	...	...
Oilseeds — Mustard, &c.	1	.....		.....		...	...	633	1	...	635
Oilseeds — Castor	3	94		.....		...	...	...	...	...	97
Miscellaneous	3	1		.....		...	...	700	8,394	...	9,098
Hot weather	...	.....		.....		...	...	...	...	...	...
TOTAL RABI, 1889-90	631	5,272		156		440	7,319	22,661	23,915	159	60,553
TOTAL RABI, 1888-89	242	2,563		168		3,369	11,432	35,566	50,227	3,316	106,883

CALCUTTA,
The 17th September, 1890.

G. A. G. SHAWE,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.

No. I.—Annual Statement.

IRRIGATION OPERATIONS FOR THE YEAR 1889-90.

Comparative Statement of Irrigation and Rainfall for the years 1888-89 and 1889-90 in Canal Districts of Bengal.

DISTRICT.	Area in acres.	Culturable acres.	AREA IRRIGATED. KHARIF, 1889-90. Total area.	Kharif, 1889-90. In comparison with kharif, 1888-89. Increase.	Kharif, 1889-90. In comparison with kharif, 1888-89. Decrease.	RABI, 1889-90. Total area.	Rabi, 1889-90. In comparison with 1888-89. Increase.	Rabi, 1889-90. In comparison with 1888-89. Decrease.	WHOLE YEAR, 1889-90. Total area.	Whole year, 1889-90. In comparison with 1888-89. Increase.	Whole year, 1889-90. In comparison with 1888-89. Decrease.	Percentage of increase or decrease.	RAINFALL. 1888-89.	1889-90.	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.	In.
Cuttack	Information not available.		132,830	1,945	...	5,964	3,129	...	138,794	5,074	...	(+)3·6	43·17	54·67	(+)26·6
Balasore			34,400	8,772	...	95	..	43	34,495	8,729	...	(+)25·3	42·53	40·44	(−)4·9
Midnapore			65,011	...	895	440	...	2,929	65,451	...	3,824	(−)5·8	57·92	33·60	(−)41·9
Hooghly			318	...	184	...	...	...	318	...	184	(−)57·8	...	...	...
Gya	3,015,680	2,356,000	29,779	...	31	4,448	...	1,347	34,227	...	1,378	(−)4·0	42·74	21·97	(−)49·0
Patna	1,329,920	1,039,000	22,943	...	2,810	2,871	...	2,766	25,814	...	5,576	(−)21·6	44·37	34·38	(−)22·5
Shahabad	2,806,400	2,192,500	193,488	...	9,633	46,576	...	39,217	240,064	...	48,850	(−)20·3	44·84	33·55	(−)25·1
Sarun	1,680,000	1,312,500	2,342	...	1,555	159	...	3,157	2,500	...	4,712	(−)188·4	40·65	30·65	(−)124·6
TOTAL	...	...	481,111	10,717	15,108	60,553	3,129	49,459	541,664	13,803	64,524	(−)9·3	...	...	...
			NET DECREASE . 4,391			NET DECREASE . 46,330			NET DECREASE . 50,721						

CALCUTTA,
The 17th September, 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal.

No. II.—Annual Statement.

IRRIGATION OPERATIONS FOR THE YEAR 1889-90.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.	Kuttack.	Balasore.	Midnapore.	Hooghly.	Gya.	Patna.	Shahabad.	Sarun.	TOTAL.
Garden and orchards	159	...	...	...	...	...	81	4	244
Sugarcane	67	95	...	...	2,839	1,546	21,350	2	25,899
Cereals — Wheat	...	...	...	...	794	256	20,632	...	21,682
Cereals — Barley	...	...	...	...	1,630	1,035	9,153	...	11,818
Cereals — Rice	134,655	34,400	65,451	318	26,641	21,391	157,703	2,208	442,767
Cereals — Miscellaneous	28	...	...	...	299	6	794	119	1,246
Pulse — Gram, &c.	19	...	...	...	457	264	2,388	...	3,128
Pulse — Miscellaneous	469	...	...	...	1,013	522	3,885	34	5,923
Fodder crops — Grass, lucerne	...	...	...	...	...	...	...	2	2
Fibres — Cotton	3,011	...	...	...	...	...	4	...	3,015
Dyes — Indigo	241	...	...	...	...	...	...	9	250
Dyes — Turmeric, &c.	43	...	...	...	...	...	...	...	43
Drugs — Opium	...	...	...	...	554	794	581	123	2,052
Drugs — Tobacco, &c.	...	...	...	...	...	...	...	...	...
Oilseeds — Mustard, &c.	1	...	...	...	...	...	634	...	635
Oilseeds — Castor	97	...	...	...	...	...	...	...	97
Miscellaneous	4	...	...	...	...	...	9,094	...	9,098
Hot weather	...	...	...	...	...	...	13,765	...	13,765
TOTAL, 1889-90	138,794	34,495	65,451	318	34,227	25,814	240,064	2,501	541,664
TOTAL, 1888-89	133,720	25,766	69,275	502	35,605	31,390	288,914	7,213	592,385

CALCUTTA,
The 17th September, 1890.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal.

No. III.—Annual Statement.

IRRIGATION OPERATIONS FOR THE YEAR 1889-90.

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.
	Mahanuddy.	Brahmini-Byturni.		Acquapudda-Jajepore.		Cossye.	Eastern Sone.	Arrah.	Buxar.	Gunduck.	
Garden and orchards	49	90		11		...	...	80	1	4	244
Sugarcane	26	41		95		...	4,385	13,478	7,872	2	25,899
Cereals — Wheat	...	.....		.....		...	1,050	6,411	14,221	...	21,682
Cereals — Barley	...	.....		.....		...	2,665	8,284	869	...	11,818
Cereals — Rice	38,233	93,980		36,842		65,769	48,032	93,512	64,191	2,208	442,767
Cereals — Miscellaneous	22	6		.....		...	305	291	503	119	2,246
Pulse — Gram, &c.	1	18		.....		...	721	2,361	27	...	3,128
Pulse — Miscellaneous	187	282		.....		...	1,535	3,542	343	34	5,923
Fodder crops — Grass, lucerne	...	.....		.....		...	...	...	...	2	2
Fibres — Cotton	314	2,697		.....		...	...	4	...	...	3,015
Dyes — Indigo	...	241		.....		...	...	...	...	9	250
Dyes — Turmeric, &c.	23	20		.....		...	...	...	...	...	43
Drugs — Opium	...	.....		.....		...	1,348	522	59	123	2,052
Drugs — Tobacco, &c.	...	.....		.....		...	...	...	...	...	...
Oilseeds — Mustard, &c.	1	.....		.....		...	...	633	1	...	635
Oilseeds — Castor	3	94		.....		...	...	...	...	...	97
Miscellaneous	3	1		.....		...	...	700	8,394	...	9,098
Hot weather	...	.....		.....		...	...	10,215	3,550	...	13,765
TOTAL, 1889-90	38,862	97,479		36,948		65,769	60,041	140,033	100,031	2,501	541,664
TOTAL, 1888-89	40,467	90,928		28,151		69,777	66,995	165,349	123,565	7,213	592,385

CALCUTTA,
The 17th September, 1890.

G. A. G. SHAWE,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

ALLOTMENT OF GENTLEMEN APPOINTED TO THE INDIAN CIVIL SERVICE.

No. $\frac{34\text{-Pub.}}{2023\text{-}2060}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 10th October 1890.

RESOLUTION.

The undermentioned gentlemen have recently been appointed in England to the Indian Civil Service in the order specified below:

Mr. H. E. Holme, North-Western Provinces, Punjab, and Oudh.
" J. F. Connolly, ditto ditto.
" H. N. Wright, ditto ditto.
" W. S. Talbot, ditto ditto.
" C. E. A. W. Oldham, Bengal, Lower Provinces.
" S. H. Fremantle, North-Western Provinces, Punjab, and Oudh.
" A. B. Ward, ditto ditto.
" G. Whittle, ditto ditto.
" H. J. Bell, ditto ditto.
" L. J. Kershaw, Bengal, Lower Provinces.
" O. G. Arthur, North-Western Provinces, Punjab, and Oudh.
" E. M. Konstam, Bengal, Lower Provinces.
" W. Egerton, ditto ditto.
" S. H. Butler, North-Western Provinces, Punjab, and Oudh.
" H. A. Boyd, Bengal, Lower Provinces.
" A. I. Harrison, North-Western Provinces, Punjab, and Oudh.
" D. H. Lees, Bengal, Lower Provinces.
" T. A. H. Way, North-Western Provinces, Punjab, and Oudh.
" E. Ford, Burma.
" F. S. Tabor, North-Western Provinces, Punjab, and Oudh.
" H. G. Sharpe, Burma.
" J. H. Cox, North-Western Provinces, Punjab, and Oudh.
" H. O. W. Robarts, ditto ditto.
" J. E. Phillimore, Bengal, Lower Provinces.
" A. J. Mayne, North-Western Provinces, Punjab, and Oudh.
" O. C. H. Underwood, Burma.
" F. R. Roe, Bengal, Lower Provinces.
" J. B. Wingate, Burma.
" J. Lang, Bengal, Lower Provinces.
" H. F. Mayes, North-Western Provinces, Punjab, and Oudh.
" W. A. M. Duncan, Bengal, Lower Provinces.

2. The Governor General in Council has been pleased to attach the above-named gentlemen to the Province specified opposite each name as follows:

Mr. C. E. A. W. Oldham, Bengal.
" L. J. Kershaw, ditto.
" E. M. Konstam, ditto.
" W. Egerton, ditto.
" H. A. Boyd, ditto.
" D. H. Lees, ditto.
" J. E. Phillimore, ditto.
" F. R. Roe, ditto.
" J. Lang, ditto.
" W. A. M. Duncan, Assam.

Mr. H. E. Holme, North-Western Provinces and Oudh.
" H. N. Wright, ditto ditto.
" S. H. Fremantle, ditto ditto.
" G. Whittle, ditto ditto.
" H. J. Bell, ditto ditto.
" O. G. Arthur, ditto ditto.
" S. H. Butler, ditto ditto.
" T. A. H. Way, ditto ditto.
" F. S. Tabor, ditto ditto.
" J. H. Cox, ditto ditto.
" H. O. W. Robarts, ditto ditto.
" J. F. Connolly, Punjab.
" W. S. Talbot, ditto.
" A. B. Ward, ditto.
" A. I. Harrison, ditto.
" A. J. Mayne, Central Provinces.
" H. F. Mayes, ditto.
" E. Ford, Burma.
" H. G. Sharpe, ditto.
" O. C. H. Underwood, ditto.
" J. B. Wingate, ditto.

3. The Governor General in Council is further pleased to direct that the gentlemen posted to the Lower Provinces of Bengal shall, on arrival at Calcutta, report themselves to the Chief Secretary to the Government of Bengal. Should any of them land in Bombay, they should enquire of the Secretary to the Government of Bombay whether any orders are awaiting them from the Government of Bengal. The officer posted to Assam should report his arrival by telegraph from the port of arrival to the Secretary to the Chief Commissioner of that Province at Shillong, by whom he will be instructed to which portion of the Province to proceed. The officers posted to Burma should proceed to Rangoon and report themselves to the Chief Commissioner of that Province.

4. The officers posted to the North-Western Provinces and Oudh and the Punjab should report themselves, respectively, to the Chief Secretary to the Government of the North-Western Provinces and Oudh, Allahabad, and to the Chief Secretary to the Government of the Punjab, Lahore. The officers posted to the Central Provinces should report, by telegraph from Bombay, their arrival to the Secretary to the Chief Commissioner of those Provinces at Nagpur, by whom they will be instructed to which portion of the Province to proceed.

5. Local Governments and Administrations are requested to inform the Government of India of the date on which the gentlemen in question so report themselves. Should any officer attached to one of the Upper Provinces in India wish to exchange with an officer of his year attached to another of those Provinces, he is at liberty to do so; but he must report to the Government of India in the Home Department for previous sanction any arrangement of the kind which he may be able to effect.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Governments of Bengal, the North-Western Provinces and Oudh, and the Punjab, and to the Chief Commissioners of the Central Provinces, Burma and Assam, for information and guidance, and be published in the Supplement to the *Gazette of India*.

Ordered also, that a copy of this Resolution be forwarded to each of the gentlemen named therein.

[True Extract.]

C. J. LYALL,
Offg. Secretary to 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 6th, 1890.

There has been a considerable change in the weather during the past week. The very unsettled cyclonic conditions which prevailed during the previous week gave way early in the present week, and the distribution of pressure and the circulation of the winds both altered considerably. A large low pressure area became established over the Bay, while the barometer rose and became very uniform over the whole of the land area of the Indian region. In consequence a very light but well marked cyclonic circulation was developed around the Bay, while elsewhere the wind directions were variable and the force light. With the establishment of these conditions the weather changed. Rain fell off quickly, both in amount and extent, and the sky became clear or nearly so over Northern India. All over the Bay area and the eastern half of the Indian region the distribution is normal and such as would promise the early commencement of the rains on the Carnatic Coast, but in North-Western India pressure has been steadier than usual and there have been none of those rapid oscillations of the barometer which are usual at the end of September and the commencement of October and which finally conclude with the formation of a high pressure area in the north-west.

On the 30th of September the chart showed relatively high pressures along the foot of the hills in Northern India as well as over the south of the Peninsula and the south of the Bay. Over the region bounded on the north and south by these two areas of high pressure the barometer was relatively low, and two very shallow depressions were shown—one over the Bay and the second over the Punjab and the Western desert. The winds were feebly cyclonic generally blowing from east in North-Eastern India, from the northward over the Central Provinces and the Peninsula and from south in Burma, while south-westerly winds were reported from Sind and Central India and south-easterly winds from the Punjab. Slight rain was falling over Lower Bengal, the Central Provinces and the south of the Peninsula. The chart of the 1st showed no practical change. Relatively low pressures continued to be reported from the Bay and from the Punjab and relatively high pressures from the foot of the hills and from the south of the Bay. The same circulation of the winds continued, but pressure was somewhat more uniform and the force lower. Scattered showers were reported from almost all parts of the Indian region, except Sind, Guzerat, Central India and the south of the Punjab. The amounts received were generally light, but at Mangalore and Bangalore the fall exceeded 2 and 3 inches respectively. On the 2nd pressure was very uniform. The depression over the Bay and that over the Punjab were both less marked than on the previous day, so that the cyclonic movements of the wind were less distinct and the directions were very variable. Rain though light was fairly general over the south of the Peninsula, but in other parts of India only one or two scattered showers were reported. The chart of the 3rd showed that pressure had fallen over Northern and Central India and risen over the Peninsula. In consequence the distribution of pressure had changed somewhat, and readings decreased regularly from a high pressure area in the south-west to a low pressure area in the north-west. The winds were generally westerly, showers were reported from the west and south of the Peninsula, the Central Provinces and Burma and fine weather from Northern India. On the 4th a very similar distribution of pressure prevailed, except that a slight subsidiary depression had been developed over the North-West Provinces, which had occasioned southerly winds from the Bay into Bengal and brought up rain to North-Eastern India. Over the Peninsula also there was a good deal of rain. On the 5th pressure still decreased from an area of high readings in the south-west to an area of low readings in the north-west, and the wind was westerly, except in Bengal, where it was southerly. Showers continued to be reported from the Peninsula and from North-Eastern India. The

chart of the 6th showed that the distribution has to a large extent returned to that which prevailed at the commencement of the week. A large low pressure area overlay the Bay and a second smaller low pressure area the Punjab, around both of which the wind circulated cyclonically, while scattered showers were reported from a large part of the country.

Temperature.—The relatively cool weather which prevailed throughout India during last week continued during the week under review, until the 2nd of October when there occurred a rise and the mean temperature of the whole of India rose above the normal and remained so till the close of the month. The warmest day of the week was the 5th, the coolest the 30th September.

The following table shows the variations in the mean temperature according to Provinces for the present and the past week :

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	— 1·1°	+ 1·4°
Bengal	— 3·7°	— 0·6°
North-West Provinces	— 4·2°	— 1·0°
Punjab	+ 0·3°	+ 1·2°
Bombay	— 0·8°	+ 0·6°
Central Provinces	— 3·6°	— 0·5°
Guzerat and Central India	— 2·0°	+ 0·1°
Sind and Rajputana	— 0·4°	+ 1·3°
Madras	— 0·7°	— 0·1°

This table shows that compared with the average there has been a general increase of temperature since the previous week.

Rain has fallen in all the divisions of India, except the North-Western Provinces (East), the Punjab (South) and (Central), Sind and Rajputana (West), but there are no less than twenty-one divisions in addition where the average fall of the week has been less than half an inch. The heaviest rainfall occurred on the East Coast of the Peninsula, but the amounts received on the West Coast and in Tenasserim were almost equally heavy. In normal years Arakan is the wettest division during this week and is followed in the following order by Tenasserim, Lower Burma, Coorg, Malabar, North Bengal and Mysore, the rainfall on the East Coast being much lighter. The third column of the concluding table shows that the rainfall of the week has been very generally deficient. In ten of the rainfall divisions, *viz.*, Assam (Brahmaputra), Punjab (Submontane), Punjab (North-West), Madras (South Central), Mysore, Bombay Deccan, Kattiawar, East Coast (North and South) and Madras (Central) there has been an excess of rain and in thirty-nine divisions a deficiency. The greatest deficiency is in Arakan, the greatest excess along the East Coast of the Peninsula. The concluding column of the table shows some increase in the number of divisions, where the seasonal rains are in defect, but on the whole the deficiency of the rainfall of the past week has not materially affected the seasonal fall. The following are the divisions where the rain of the whole season is in defect by more than 10% of the average fall: Tenasserim, Central Burma, Arakan, Punjab (South), Malabar, Coorg, Mysore, Khandeish, Guzerat, Kattiawar and the East Coast (Central). The additions since last week are Central Burma, Arakan and Guzerat, while the divisions which have dropped out since last week are Punjab (Hill Districts), Bombay Deccan and Central Provinces (West).

The following are the principal falls (exceeding 5 inches) recorded during the week :

Assam—Goalpara	5½ inches.
Bengal—Jalpaiguri	5¼ ,,
Gape (Puri)	5 ,,
Malabar—Bettangodi (South Kanara)	5 ,,
Deccan—Belgaum	6¼ ,,
Central India—Kurwai (Bhopal)	8 ,,
Madras—Vellore (North Arcot)	6½ ,,
Tindivanam—(South Arcot)	8 ,,
Trichinopoly	9½ ,,
Terumangalam (Madura)	5½ ,,

PROVINCE.	DIVISION.	Rainfall Data for week ending October 6th, 1890. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect, in inches.	Rainfall Data from May 27th to October 6th, 1890. Average actual rainfall of season to date.	Average normal rainfall, May 27th to October 6th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	2·28	2·70	—0·42	128·58	163·64	— 21
	Lower Burma	1·23	2·65	—1·42	78·81	82·36	— 4
	Central Burma	0·85	2·00	—1·15	58·21	65·42	— 11
	Upper Burma	0·54	?	?	25·00	?	?
	Arakan	0·45	3·66	—3·21	145·16	163·82	— 11
Bengal and Assam	Eastern Bengal	0·47	1·80	—1·33	67·24	73·95	— 9
	Assam (Surma)	0·60	1·67	—1·07	113·12	83·21	+ 36
	Do. (Brahmaputra)	1·96	1·68	+0·28	65·91	61·57	+ 7
	Deltaic Bengal	0·68	1·01	—0·33	42·77	46·52	— 8
	Central Bengal	0·71	1·06	—0·35	53·30	46·42	+ 15
	North Bengal	1·67	2·08	—0·41	108·19	86·58	+ 25
	Orissa	0·94	1·63	—0·69	53·43	45·47	+ 18
	Chota Nagpur	0·82	1·01	—0·19	44·55	45·51	— 2
	Behar (South)	0·88	1·44	—0·56	48·11	38·23	+ 26
	Do. (North)	0·35	1·79	—1·44	58·97	44·12	+ 34
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·73	—0·73	46·20	34·57	+ 33
	Oudh (South)	0·02	0·86	—0·84	44·25	33·71	+ 32
	Do. (North)	0·04	0·75	—0·71	54·84	35·78	+ 53
	North-Western Provinces (Central).	0·03	0·51	—0·48	32·49	28·50	+ 14
	North-Western Provinces (West).	0·04	0·29	—0·25	34·43	27·20	+ 27
	North-Western Provinces (Submontane).	0·01	0·52	—0·51	52·21	39·04	+ 34
Punjab	Punjab (South)	0	0·13	—0·13	10·36	12·10	— 14
	Do. (Central)	0	0·29	—0·29	23·11	21·05	+ 10
	Do. (Submontane)	0·31	0 22	+0·09	22·89	24·40	— 6
	Do. (Hill Districts)	0·18	0·30	—0·12	73·25	75·04	— 2
	Do. (North-West)	0·42	0·20	+0·22	21·36	17·99	+ 19
	Do. (West)	0·03	0·04	—0·01	5·52	6·16	— 10
Bombay and Malabar Coast Districts (Madras).	Malabar	0·93	2·24	—1·31	69·82	92·36	— 24
	Madras (South Central)	1·97	1·53	+0·44	22·27	15·40	+ 45
	Coorg	1·37	2·51	—1·14	69·18	91·70	— 25
	Mysore	2·11	2·05	+0·06	12·09	19·00	— 36
	Konkan	0·54	1·44	—0·90	127·87	99·82	+ 28
	Bombay Deccan	2·25	1·10	+1·15	27·20	29·77	— 9
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	1·35	1·48	—0·13	18·82	25·01	— 25
Central Provinces and Berar.	Berar	0·33	1·14	—0·81	35·66	35·04	+ 2
	Central Provinces (West)	0·12	0·84	—0·72	36·26	39·24	— 9
	Ditto (Central)	0·22	0·73	—0·51	54·07	48·49	+ 11
	Ditto (East)	0·22	0·72	—0·50	46·95	47·79	— 2
Bombay (North)	Guzerat	0·04	0·79	—0·75	34·10	38·50	— 11
	Kattiawar	0·44	0·18	+0·26	15·72	26·42	— 41
	Sind	0	0	0	5·71	4·33	+ 32
Rajputana and Central India.	Central India (East)	0·50	0·57	—0·07	34·71	34·95	— 1
	Rajputana (East), Central India (West).	0·06	0·22	—0·16	24·74	26·27	— 6
	Rajputana (West)	0	0·10	—0·10	13·77	12·66	+ 9
Madras	East Coast (North)	0·47	1·83	—1·36	26·27	24·30	+ 8
	Ditto (*a*)	2·05	0·86	+1·19	56·55	53·62	+ 5
	Hyderabad (South)	0·73	0·90	—0·17	27·24	20·96	+ 30
	Madras (Central)	2·22	1·57	+0 65	16·65	17·44	— 5
	East Coast (Central)	0·45	1·39	—0·94	14·04	18·39	— 24
	Ditto (South)	3·31	1·35	+1·96	19·35	15·28	+ 27
	Madras (South)	1·23	1·50	—0·27	8·37	8·91	— 6

SIMLA, *9th October, 1890.*

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 4th October.*—Rainfall good in most districts, but slight in six. Standing crops generally good, but suffering from want of rain or water in parts of six districts. Paddy suffering from disease in parts of Godaveri. Oil seeds blighted in parts of two districts. Outturn of grains generally middling to average. Rice and *cumbu* slightly falling; other grains rising. Prospects fair.

Bombay.—*For week ending 8th October.*—Rain good and beneficial in most parts of the Deccan and Karnatic and in Ratnagiri; slight in five districts. More rain is wanted in some districts, especially those of the Karnatic. Crops injured by drought in one taluka of Nasik and Ahmednagar and by locusts or other causes in parts of Sind; otherwise flourishing. Harvesting and sowing operations in full progress. Fodder supply good, except in a few talukas, and agricultural stock generally healthy.

Bengal.—*For week ending 7th October.*—Rainfall during the week has been very light and scattered. In Behar practically no rain has fallen. Prospects of winter rice have generally improved by the copious rain of the previous week; but in Rungpore and Bogra there is a heavy inundation and a good deal of the crop is submerged. *Rabi* cultivation has been facilitated by the rain and is in good progress everywhere. In some districts some of the earlier *rabi* crops are being sown. Sugarcane is generally in good condition, and other standing crops are doing well. Agricultural loans and gratuitous relief are being given in the distressed tracts of Central Bengal. Prices of food-grains continue generally steady at high rates.

North-Western Provinces and Oudh.—*For week ending 8th October.*—Weather seasonable. Slight showers have fallen in a few districts. Harvesting of early *kharif* begun. Prospects generally more favourable. Agricultural operations for the *rabi* in progress everywhere. Supplies ample and prices fluctuating slightly.

Punjab.—*For week ending 8th October.*—Rain has fallen in six districts; more needed. Prices unsettled in one district; falling in one and stationary elsewhere. Harvesting of *kharif* crops commenced. Ploughings and sowings for *rabi* in progress; rain much wanted in Hissar. Prospects of crops are generally reported good to average. Outturn is reported average from Rawalpindi. Standing crops have been damaged by locusts in Amritsar, especially new sown *toria* (mustard). Fodder insufficient in one district only.

Central Provinces.—*For week ending 8th October.*—Autumn crops are in excellent condition in all districts, except Bilaspur, where rice has been slightly

damaged by insects, and Seoni, where minor crops have been injured somewhat by locusts. Locusts are also reported in Nagpore and Bhandara, but no damage has been caused. Winter sowings commencing in a few districts.

Burma.—*For week ending 4th October.*—The rainfall in Lower Burma was comparatively light, but except in one district is so far sufficient, and the crop prospect generally is good. In Upper Burma the rainfall was considerable in five districts, while in two nearly an inch fell; elsewhere the rainfall was very light and more rain is urgently wanted in eight districts. The crop prospect has improved in two districts. The price of paddy has fallen in seven districts and has risen in two.

Assam.—*For week ending 8th October.*—Weather seasonable. Transplanting of winter paddy over; reaping of early rice nearly finished. Land being prepared for mustard. Prospects of crops generally good.

Mysore and Coorg.—*For week ending 8th October.*—Rainfall general and good, and over three inches in Bangalore. Standing crops in good condition. Prospects favourable, except in parts of three districts, where more rain is required. Prices risen in Bangalore and fallen in Tumkur district slightly.

No improvement in prospects in Coorg during the week.

Berar and Hyderabad.—*For week ending 8th October.*—Average rainfall moderate in Berar during the week. Weather hot and cloudy. *Kharif* crops in good condition; weeding operations continue. Land under preparation for next *rabi* crops. Fodder sufficient. Prices almost stationary.

Rainfall slight in Hyderabad. Weeding of *abi* crops continues; standing *kharif* crops thriving. Prices—wheat 11¾, coarse rice 10¾, white *juar* 16½, yellow *juar* 18½, and *tur* 17 seers per current rupee.

Central India.—*For week ending 8th October.*—Rain in Bhopal, Neemuch and Indore during the week. Crops in parts of Goona Agency partially damaged by locusts, and *jowari* crops in Neemuch slightly damaged from want of rain.

Rajputana.—*For week ending 8th October.*—Slight rain in four Agencies. Standing crops withering in Bikanir and damaged by locusts in parts of three Agencies and Ajmere. Agricultural stock generally good. Pasturage or fodder sufficient, except in four Agencies and Ajmere. Prices steady generally.

Nepal.—*For week ending 2nd October.*—Weather seasonable. Mornings are occasionally foggy. Prospects favourable.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXIV OF 1890-91.

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 September 1889. Total mean length open.	Receipts. Total.	Per mile open.	Week ending 20th September 1890. Total mean length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 21st September 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 20th Sept. 1890. Total.	Per mile open per week.	Total increase in 1890-91.	Total decrease in 1890-91.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
27th September 1890	East Indian (*a*)	1,526	7,05,659	463	1,526	6,66,372	437	2,03,47,398	534	1,88,03,965	493	...	15,43,433
27th ditto	Patna-Gya	57	10,758	293	57	7,915	138	2,33,131	103	2,08,603	146	...	24,528
13th ditto	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 44,582	54	(*d*)43,587	53	...	995
27th ditto	Bengal-Nágpur (*e*)	305	18,037	59	584	32,895	56	8,30,107	111	13,05,716	93	4,66,609	...
20th ditto	Indian Midland (*f*)	752	47,354	63	752	50,100	67	13,16,601	80	14,62,165	79	1,45,564	...
27th ditto	Rajputana-Malwa	1,672	2,26,463	135	1,672	2,69,000	161	92,33,063	223	75,54,213	183	...	16,78,850
20th ditto	Southern Mahratta	856	72,606	85	1,042	74,615	72	20,22,070	94	21,47,359	85	1,25,289	...
20th ditto	Do. Mysore Section	296	20,465	69	296	28,483	96	3,90,172	66	5,03,810	76	1,73,638	...
20th ditto	Villupuram-Guntakal	83	4,565	55	83	4,079	49	1,22,389	59	1,13,692	55	...	8,697
20th ditto	Bengal and North Western* (*g*)	649	54,891	85	691	61,960	90	21,26,164	132	20,72,666	125	...	53,498
	TOTAL	6,196	11,66,798	188	6,703	11,95,419	178	3,66,74,677	240	3,42,75,776	208	...	23,98,901
	State Lines worked by the State.							(*h*)		(*i*)			
27th September 1890	North Western	2,386	(*h*)4,74,100	199	2,399	(*i*) 4,22,925	176	1,29,42,813	218	1,20,23,960	203	...	9,18,853
20th ditto	Oudh and Rohilkhand	692	1,08,263	156	692	1,09,445	158	36,12,543	209	31,88,766	184	...	4,23,777
20th ditto	Lucknow-Sitapur-Serámau	105	4,056	39	105	3,568	34	1,55,796	59	1,49,951	57	...	5,845
20th ditto	Eastern Bengal	747	2,53,341	338	763	2,52,140	330	46,90,741	265	47,90,129	253	99,388	...
20th ditto	Bengal Central†	125	20,926	167	125	6,430	51	3,55,567	114	2,88,452	92	...	67,115
20th ditto	Nalháti	27	1,777	65	27	1,110	41	46,797	69	43,405	64	...	3,392
20th ditto	Wardha Coal (*j*)	45	9,737	216	45	10,160	226	3,56,814	319	4,72,017	424	1,15,203	...
13th ditto	Cherra-Companyganj	...	...	...	...	(*b*)	...	(*c*) 3,425	19	(*d*) 6,933	36	3,508	...
20th ditto	Jorhát	25	1,196	47	25	1,779	71	30,775	49	30,563	49	...	212
13th ditto	Burma (*k*)	...	...	...	...	(*b*)	...	(*c*)20,70,495	158	(*d*)22,35,544	170	1,56,049	...
	TOTAL	4,152	8,72,396	210	4,181	8,07,557	191	2,42,74,766	209	2,32,29,720	196	...	10,45,046
	Lines worked by Guaranteed Companies.												
20th September 1890	Great Indian Peninsula (*l*)	1,440	4,66,478	282	1,440	4,05,367	282	1,53,58,043	428	1,63,44,335	456	9,86,292	...
27th ditto	Bombay, Baroda and Central India	461	1,60,650	348	461	1,54,000	334	61,02,813	533	60,64,650	532	...	38,163
20th ditto	Madras	840	1,67,058	199	840	1,75,745	209	44,31,903	212	44,36,013	214	2,050	...
20th ditto	South Indian	654	1,09,047	167	654	1,03,703	159	28,52,574	175	29,84,415	185	1,31,041	...
	TOTAL	3,395	8,43,233	248	3,395	8,38,815	247	2,87,47,393	341	2,98,29,413	356	10,82,020	...
GRAND TOTAL (GUARANTEED AND STATE)		13,743	28,82,427	210	14,279	28,41,791	199	8,96,96,836	254	8,73,34,909	237	...	23,61,927
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,76,05,109	135	4,67,76,817	127	...	8,28,292
	NET RECEIPTS	...	...	...	...	...	...	4,20,91,727	119	4,05,58,092	110	...	15,33,635
	Assisted Companies.												
27th September 1890	Tárakeshwar	22	4,247	193	22	3,850	175	1,14,403	242	1,36,927	246	2,524	...
13th ditto	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 1,52,979	99	(*d*)1,45,354	94	...	7,625
13th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 2,28,032	122	(*d*)2,30,307	126	8,275	...
	TOTAL	22	4,247	193	22	3,850	175	5,15,414	124	5,18,588	125	3,174	...
	Native States Lines worked by Companies.												
20th September 1890	The Nizam's Guaranteed State	354	40,288	114	354	41,795	118	10,63,130	121	12,00,844	137	1,37,715	...
27th ditto	The Gaekwar's Dabhoi	59	2,150	37	72	3,910	54	65,422	45	1,04,334	64	38,912	...
27th ditto	The Gaekwar's Mehsána	27	697	26	27	650	24	26,902	40	23,049	35	...	3,853
	The Gaekwar's Petlád	...	...	...	14	820	61	...	...	(*m*) 19,736	73	19,736	...
	TOTAL	440	43,135	98	467	47,175	101	11,55,453	106	13,47,963	118	1,92,510	...
	Native States Lines worked by the State.												
27th September 1890	Rájpura-Bhátinda	...	(*n*)	...	108	13,074	121	(*n*)	...	2,41,262	90	2,41,262	...
	Native States Lines.												
27th September 1890	Jodhpore	124	4,923	40	124	5,300	43	1,62,247	53	1,78,693	58	16,446	...
20th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	261	15,929	61	331	19,919	60	6,39,039	99	7,87,438	96	1,48,399	...
20th ditto	Morvi	68	2,264	33	94	4,054	43	97,312	57	1,52,795	65	55,483	...
	TOTAL	453	23,116	51	549	29,273	53	8,98,598	80	11,18,926	83	2,20,328	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 14th September 1889.
(*d*) Total receipts from 1st April to 13th September 1890.
(*e*) Includes the Asansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 20th September 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western Section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

SIMLA, *9th October, 1890.*

F. B. HEBBERT,
Offg. Under-Secretary.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 42.} CALCUTTA, SATURDAY, OCTOBER 18, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first six months of the official year 1890-91, and of the nineteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE SIX MONTHS, APRIL TO SEPTEMBER.																						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	5,38	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	6,74	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	--1,05*	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	1,01	94	9,67	2,77	41	24	3,42	5,00	36	3,42	8,78	4,06	1,59	21,05	26,70	26,65	7,83	34,48	31,71	66,19	1889-90
1890-91	8,05	4,23	8,34	20,62	8,13	2,22	78	11,13	2,99	50	39	3,88	5,50	53	2,32	8,35	4,55	20	29,61	34,36	29,22	7,68	36,90	41,44	78,34	1890-91

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*)
Calcutta, 14th October 1890.

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

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 1889.

No. $\frac{3 \text{ Jails}}{950-961}$.

Extract from the Proceedings of the Government of India in the Home Department (Jails),—under date Simla, the 17th October 1890.

Read again—

The Reports on the Administration of the Jails in the several Provinces of British India for the year 1888; the orders of the Local Governments and Administrations thereon; and Home Department Resolution No. $\frac{5}{556-567}$, dated the 23rd August 1889, and accompaniments.

Despatch to the Secretary of State, No. 29 ($\frac{\text{Judicial}}{\text{Jails}}$), dated the 29th October 1890.

Despatch from the Secretary of State, No. 15 (Judicial), dated the 6th March 1890.

Read also—

The Reports on the Administration of the Jails of the several Provinces of British India for the year 1889, with the orders of the Local Governments and Administrations thereon.

RESOLUTION.

The dates of the receipt of the different Provincial Jail Reports with the reviews of Local Governments and Administrations are given in the margin. The reports are due on the 1st June. They were on the whole submitted with fair punctuality, but, as in 1887, the report for 1889 of the Inspector General of Jails, North-Western Provinces and Oudh, which is dated the 1st May 1890, appears to have been detained for an unnecessarily long time in the Secretariat of the Local Government.

Province.	Date of receipt by the Government of India of the Reports for—	
	1888.	1889.
Madras ...	20th July 1889	31st July 1890.
Bombay ...	24th June 1889	24th June 1890.
Bengal ...	10th June 1889	28th June 1890.
North-Western Provinces and Oudh ...	18th July 1889	7th August 1890.
Punjab ...	19th July 1889	20th June 1890
Central Provinces ...	4th July 1889	9th June 1890.
Burma ...	4th June 1889	13th June 1890.
Assam ...	22nd May 1889	22nd May 1890.
Coorg ...	1st June 1889	30th April 1890.
Hyderabad ...	20th June 1889	11th July 1890.

2. It was noticed in the review of the Jail Reports for 1888 that an enquiry into the state of the jails in all the larger Provinces in India had been completed by a Committee composed of Drs. Walker and Lethbridge, and that the report of the Committee had been received and examined, and would shortly be in the hands of Local Governments and Administrations. This report was circulated to Local Governments and Administrations on 16th September 1889, with the comments of the Government of India, and they were asked whether the different suggestions contained in it were suitable to the circumstances of the

several Provinces, and if not entirely suitable, to what extent they appeared unsuitable. The subject is one which requires very careful consideration, and the majority of the Local Governments and Administrations have not yet communicated their views to the Government of India. Meantime the statistics of the jails in 1889 will be briefly referred to by the Governor General in Council.

Statistics of prisoners.

3. Excluding Upper Burma, where the organization of the jails is not yet sufficiently advanced to admit of the amalgamation of the statistics with those of Lower Burma, there were in British India during 1889 734 jails and lock-ups for the reception of prisoners, as compared with 737 in 1888. The number of Central Jails was the same, but there were two District Jails and one lock-up less than in the previous year. At the beginning of 1889 the jails contained 82,235 prisoners, as compared with 75,922 at the beginning of 1888. There was a substantial increase in the number of male prisoners received during the year, from 364,883 to 373,388, and the aggregate number of prisoners in the jails during the year was 476,058 (452,931 males and 23,127 females) as compared with 459,953 in 1888 (438,264 males and 21,689 females). The number discharged from all causes was 390,985, and on the 31st December 1889 there were in jail 85,073 against 82,235 on the 1st January. The daily average number of prisoners was 84,577 in 1889 compared with 79,200 in 1888. The Provinces in which there was a considerable increase in the number of admissions in 1889 were Madras (61,132 against 57,784), Bombay (54,216 against 48,847), Bengal (84,639 against 81,136), the North-Western Provinces and Oudh (98,067 against 95,529), and the Central Provinces (15,107 against 13,935). In the Punjab (47,792 against 51,084) and Lower Burma (21,162 against 23,252) there was a noticeable decline in the number of prisoners admitted into jail.

Statistics of convicts.

4. From statement II, which relates to convicts only, it will be seen that at the beginning of 1889 there were 75,765 convicts in jail as compared with 69,468 at the beginning of 1888. The number of male and female convicts admitted in 1889 was 151,707 and 9,998 respectively, compared with 146,552 and 9,060 in 1888. The aggregate number of convicts in confinement was thus 237,470 in 1889 and 225,080 in 1888. In 1889, the number of convicts transported to Port Blair or from Burma to jails in India was 2,090 males and 50 females, compared with 2,533 males and 48 females in 1888. Of the 2,090 male convicts 870 were deported to the Andamans, and 1,220 from Burma to jails in India. The number of male convicts under sentence of transportation who were sent to the Andamans during the year included both convicts under life sentences and convicts under sentences for a term of years; since the close of the year, however, the Government of India have, on the recommendation of the Commissioners, Mr. C. J. Lyall and Surgeon-Major Lethbridge, who visited the Penal Settlement of Port Blair under their orders, directed the suspension for the present of the deportation of term-convicts (except from Burma) to the Settlement. The number of convicts released on appeal was 10,205 in 1888 and 11,290 in 1889; the number released on expiry of sentence was 133,787 in 1889, compared with 128,198 in 1888, and the number released under the remission rules 9,757 compared with 8,265. The number released by order of Government was 789 in 1889 against 423 in 1888; 48 convicts, as compared with 69 in 1888, were transferred from jails to lunatic asylums; 104 escaped as compared with 105; 310 were executed as compared with 396; and 2,793 died in jail as compared with

2,444. After making the necessary adjustments for convicts received by transfer and transferred to other jails during the year, there remained in jail 78,914 convicts (76,249 males and 2,665 females) on 31st December 1889, as compared with 75,765 (73,324 males and 2,441 females) on 31st December 1888. The daily average number of convicts was 72,554 in 1888 and 77,878 in 1889.

Nationality or religion of convicts.

5. The statistics regarding the nationality and religion of the convicts admitted into jail during the year are contained in statement III. The number of European convicts increased from 598 to 706, while the number of Eurasians decreased from 240 to 225; 1,106 Native Christians were admitted to jail. The Muhammadan convicts numbered 42,838 against 42,153 in 1888, the Hindus and Sikhs 103,843 against 98,350, and the Buddhists 9,775 against 10,729. The proportion of the members of the different religions admitted into jail to the total convict population and the proportion borne by them respectively to the total population in India are thus compared:

Religion.	Ratio per mille of each class of convicts admitted to			
	Total convict population.		Total free population of each class.	
	1888.	1889.	1888	1889.
Christians	12·2	12·6	1·6	1·7
Muhammadans	270·8	264·9	0·9	0·9
Hindus and Sikhs	631·9	642·2	0·6	0·7
Buddhists and Jains	68·9	60·5	2·7	2·5
All other classes	16·2	19·8	0·4	0·5

Distribution by age-periods.

6. The following statistics show the distribution of the convicts admitted in 1888 and 1889 among the four main age-periods:

	Number of convicts admitted.	
	1888.	1889.
Under 16 years	1,978	2,097
16 to 40 years	126,442	130,294
40 to 60 years	24,681	26,669
Above 60 years	2,542	2,634

Juveniles and Reformatories.

There is a slight increase in the number of juvenile offenders sent to jail. Statistics regarding Reformatory Schools are not embodied in the Jail Reports. Such institutions now exist at Chingleput in the Madras Presidency, Yeraoda in the Bombay Presidency, Alipore and Hazaribagh in Bengal, Bareilly in the North-Western Provinces and Oudh, and Paungdé in Lower Burma, and one is about to be opened at Jubbulpore in the Central Provinces. The school at Yeraoda was opened on the 17th June 1889, and work commenced with 46 boys transferred to it from the Yeraoda Central Jail Reformatory, which thereupon ceased to exist; 26 newly-convicted juveniles were admitted into it during the remainder of the year. Twelve boys were released between the 17th June and the 31st December 1889,

Two of them are reported to be following the trades taught in the Reformatory, 4 boys to be otherwise employed, and 1 boy to have no employment. Particulars of the remaining 5 boys have not been ascertained. In the Alipore Reformatory there were 103 boys on the 31st December 1889; 22 were released during the year. Reports regarding 198 boys who have been discharged since the opening of the Institution were received by the Superintendent, showing that 26 were subsequently convicted and sent to jail; 40 were reported as not bearing good characters; 25 were following the trades taught them in the Institution, and the remainder were following their parents' occupations. At Hazaribagh there were 267 boys on the 31st December 1889; 51 were released during the year. Of the boys hitherto discharged from the Institution, 75 are reported as being well conducted: 17 are not traceable, 5 are said to be in jail, 3 are viewed with suspicion, 11 are pursuing the trades learnt by them in the Reformatory, and 4 have died. In the Paungdé Reformatory there were 72 boys on the 1st January 1889, and 28 were admitted during the year. Of these, 14 were released on the expiration of their sentences. Most of the boys released from this Reformatory are stated to be earning an honest livelihood, and some of them are doing well. No reports of the working of the Chingleput and Bareilly Reformatories have yet been received by the Government of India. The statistics given above show that, though reformation has not been effected at the different schools in as many cases as could be desired, the influence of these institutions for good is not inappreciable, and the Government of India hope that as their number increases and the methods of management improve they will become still more effectual in preventing youthful offenders from developing into hardened criminals. The amendment of the Reformatory Schools Act is now occupying the attention of the Governor General in Council.

7. The distribution of the male convicts admitted into jail during the year according to previous occupation is thus compared with that of the preceding year :—

Previous occupation of convicts.

	1888.	1889.
Employed under Government or Municipal or other local authorities	4,390	4,673
Professional persons	5,544	6,049
In service or performing personal offices ...	12,938	13,482
Engaged in agricultural pursuits	78,595	80,096
Engaged in commerce and trade	7,300	7,038
Engaged in mechanical arts, manufactures and engineering operations	5,920	6,189
Miscellaneous persons not classed otherwise ...	31,890	34,166

The condition of the female convicts is shewn in the following figures :—

	1888.	1889.
Married	5,576	6,100
Unmarried	475	535
Widows	2,500	2,916
Prostitutes	515	450

These figures call for no special remarks.

8. The following table contrasts the distribution of the convicts admitted into jail during the past two years according to length of sentence :—

Distribution according to sentence.

—	Number of admissions. 1888.	Number of admissions. 1889.	Ratio per cent. of total admissions. 1888.	Ratio per cent. of total admissions. 1889.	Remarks.
Not exceeding one month	56,674	57,964	36·41	35·85	
Above one month and not exceeding 3 months ...	31,700	33,288	20·37	20·59	
Above 3 months and not exceeding 6 months ...	26,925	28,559	17·30	17·54	
Above 6 months and not exceeding one year ...	18,678	19,778	12·00	12·23	
Above one year and not exceeding 2 years ...	11,534	12,195	7·41	7·54	
Above 2 years and not exceeding 5 years ...	6,084	6,152	3·91	3·80	
Above 5 years and not exceeding 10 years ...	1,680	1,818	1·08	1·12	
Exceeding 10 years	43	57	0·03	0·04	
Transportation ... (*a*) for life	942	954	0·60	0·59	
Transportation ... (*b*) for a term	790	635	0·51	0·39	
Sentenced to death	593	494	0·33	0·31	

More than 93 per cent. of the whole number of sentences were for terms of imprisonment not exceeding two years. There was a decline in the total number of sentences of transportation, from 1,732 in 1888 to 1,589 in 1889, and in the number of death sentences from 593 to 494. This decline was most marked in Lower Burma, where the number of convicts sentenced to transportation fell from 659 to 422, and those sentenced to death from 102 to 70. The ratio of each class of sentence to total admissions is almost identical in the two years, and it would seem that a fairly constant standard of punishment has been attained.

9. Of the convicts admitted into jail during the year, 12,745 had been previously convicted once, 3,847 twice, and 3,053 more than twice. The total number of re-convicted prisoners was 19,645, a slightly smaller number than in 1888; and the percentage of re-convicted prisoners to the total number of convicts (12·14) was also slightly below that of the previous year (12·80). The proportion of re-convicted convicts exceeded the average in the Hyderabad Assigned Districts (13·33), in Lower Burma (19·56), in the Central Provinces (12·49), in the Punjab (14·94) and in Bombay (14·49). Excluding Coorg (6·25), the lowest ratios occurred in Madras (9·30), in Bengal (10·61), in the North-Western Provinces and Oudh (10·77) and in Assam (10·85). Of the juvenile prisoners 210 (10 per cent.) had been previously convicted. The measures adopted for the better identification of previously convicted prisoners appear to have been worked with care both by the Police and the Jail Departments. There is reason to believe, however, that almost every jail contains some hardened offenders, convicted of offences against property and sentenced to imprisonment for various terms, whose offences would have been more appropriately dealt with by sentences of transportation under the provisions of section 75, Indian Penal Code. The attention of Local Governments and

Habituals.

Administrations has been drawn to this matter in Home Department Circular letter No. 418—427, dated the 31st May 1890.

Employment of convicts.

10. The employment of convicts in jail is dealt with in statement VI. The average number sentenced to labour on working days was 74,422 in the year under review compared with 69,156 in the previous year. Of this number there were on the average 2,807 on the sick list, and 5,500 convalescent or infirm. The balance available for labour was 66,114 as compared with 63,228 in 1888. These 66,114 convicts were thus employed :—

On unremunerative labour	1,323
As prison officers	3,752
As prison servants	7,573
On gardening	5,000
In preparing articles for consumption in jails	10,139
On jail repairs	3,915
On jail buildings	3,905
On manufactures	29,955
Under the Public Works Department	1,538
Under Municipalities, &c.	1,653

The ratio per cent. of labouring convicts employed as prison officers rose from 4·46 in 1888 to 5·04 in 1889, and the ratio of those employed as prison servants from 10·0 to 10·17. Employment of convicts on jail buildings was carried out to a greater extent in the North-Western Provinces and Oudh than elsewhere. In those provinces 1,245 convicts were on an average employed on jail additions and alterations. The total number of convicts employed on manufactures was 29,955 as compared with 28,610 in 1888, but the ratio of convicts so employed to the whole number of labouring convicts fell from 41·39 to 40·25.

Jail offences and punishments.

11. The record of offences against jail discipline and punishments awarded for them is contained in statement No. VII. The aggregate number of offences increased from 75,356 in 1888 to 82,546 during the year under review. There was an increase under each class of offences as shown in the following table :—

	1888.	1889.
Criminal offences	254	319
Smoking or possession of forbidden articles ...	9,115	10,035
Offences relating to work	40,842	43,159
Other offences against discipline	25,145	29,033

In Madras the number of offences declined from 3,679 to 3,336; in Bengal from 29,064 to 25,107, and in Assam from 1,676 to 1,551. In Bombay they rose from 3,070 to 4,787; in the North-Western Provinces and Oudh from 5,330 to 7,673; in the Punjab from 16,511 to 20,431, and in Lower Burma from 12,938 to 15,750. As has been frequently noticed in the reviews of the Government of India on provincial jail statistics, the systems of recording offences vary greatly in different provinces, in spite of frequent orders issued with a view to uniformity of practice, and the Jail Committee wrote that they found "the most extraordinary differences in the numbers of offences recorded, not only in different provinces

but in different jails of the same province." The task of attempting to secure that every prisoner shall, as far as possible, be similarly treated in regard to work and discipline, no matter in what jail he may be detained, is one of the most important and difficult which the Government of India will be called upon to undertake when passing orders on the Committee's proposals. So long as the existing diversity of practice obtains in different provinces it would be unprofitable to attempt a comparison of the record of offences and punishments in different parts of India. The Government of India, however, notice with satisfaction a decrease in the total number of cases of solitary confinement with reduced diet from 9,493 in 1888 to 7,669 in 1889. A material reduction in this form of punishment is shown in the figures for the North-Western Provinces and Oudh, from 1,799 to 1,456, and in Lower Burma from 5,291 to 3,740. In Bombay this form of punishment was resorted to in 1,045 cases as compared with 765 cases in 1888. There was an increase in the number of other punishments awarded, namely :—

	1888.	1889.
By Criminal Courts	262	325
By Jail Officers—		
Solitary confinement	6,385	8,058
Reduced diet	6,297	6,694
Corporal punishment	1,891	1,921
Other punishments	51,005	57,866

The number of cases in which corporal punishment was awarded shows an increase of 30 cases, but the percentage of prisoners whipped to the total number of male prisoners was only ·6, a lower percentage even than in the previous year when it was ·7. The proportion per cent. of whippings to the total number of other jail punishments inflicted on male prisoners was 2·44, which was also slightly lower than in 1888 (2·64).

Remissions.

12. The number of convicts released during the year, who came under the operation of the mark system, was 9,767 as compared with 8,280 in 1888. Sixteen convicts failed to gain any remission of sentence as compared with 15 in the previous year. The system continues to work satisfactorily. As noticed in last year's review, suggestions for the improvement of the rules have been made by the Jail Committee and are under the consideration of Local Governments and Administrations. The daily average number of convicts under instruction was 3,439 in 1889 as compared with 3,501 in 1888, and 4,916 who had been under instruction in jail were released as compared with 5,228 in 1888. Of these only 812 were able to read and write well, 2,306 could read and write a little, and 1,798 were unable to read or write at all. These results are far from satisfactory, and the Governor General in Council is inclined to doubt the expediency of continuing the present system of instruction in jails, but the subject will be fully considered when the report of the Jail Committee comes under consideration in connection with the views of the Local Governments and Administrations on the question.

Cost of maintenance.

13. The total expenditure on the guarding and maintenance of prisoners of all classes in the jails and subsidiary jails of British India, excluding the cost of building new jails and of additions, alterations, or repairs to existing jails during 1889, was Rs. 51,65,700 against Rs. 49,23,996 in the previous year.

The gross average cost of maintaining a prisoner in jail was Rs. 62-2-9 in 1888 and Rs. 61-4-7 in 1889. It was lowest (Rs. 42-14-6) in the North-Western Provinces and Oudh, and, excluding the small province of Coorg, highest in Assam (Rs. 79-5-8), Madras (Rs. 75-12-3) and Bengal (Rs. 74-3-11). This amount was composed of the following items :—

	1888	1889.
	Rs. A. P.	Rs. A. P.
Cost of rations per head of average strength ...	24 6 10	25 0 11
„ Establishment „ „ ...	23 8 9	21 13 8
„ Police guard „ „ ...	3 6 9	3 4 4
„ Hospital charges „ „ ...	1 12 8	1 15 5
„ Clothing „ „ ...	3 2 6	3 6 9
„ Contingencies „ „ ...	5 11 10	5 13 5
TOTAL ...	62 2 9	61 4 7

The cost of rations per head varied considerably in different provinces. In Burma it amounted to Rs. 37-0-7, in Assam to Rs. 33-5-9, and in Madras and Bombay to Rs. 29-15-3 and Rs. 29-8-10 respectively. In the Punjab it was Rs. 20-0-11 and in the North-Western Provinces and Oudh only Rs. 18-3-10. In Madras and Bengal, where police guards are not maintained, the cost of the jail establishments per head was Rs. 31-8-7 and Rs. 30-0-8 respectively. In the North-Western Provinces and Oudh the cost of the jail establishments and of police guards combined was Rs. 19-13-8 per head, in the Central Provinces Rs. 20-15-6, and in the Punjab Rs. 26-10-1. Hospital charges, which were As. 14-4 per head in the North-Western Provinces and Oudh, were as high as Rs. 2-0-8 per head in Madras and Rs. 3-12-6 in Bengal. The clothing of each prisoner cost Rs. 5-3-11 in the Central Provinces, Rs. 4-13-1 in Assam, and Rs. 4-10-11 in Bengal, while it cost only Rs. 2-11-9 in Bombay and only Rs. 2-5-11 in the North-Western Provinces and Oudh. The expenditure on contingencies was Rs. 9-13-6 in Bengal, and Rs. 9-7-3 in Madras : in the North-Western Provinces and Oudh it fell as low as Re. 1-10-1. It is evident that economy receives much greater attention in some provinces than others, and the Governor General in Council trusts that the inspections of the Jail Committee will result in a substantial reduction in the cost of maintenance in most provinces.

The total cash earnings of prisoners in jail were in 1888 Rs. 10,11,783 and in 1889 Rs. 10,56,218. In the Bombay Presidency the earnings rose from Rs. 1,12,061 in 1888 to Rs. 1,30,928 in 1889, and in Bengal from Rs. 2,66,898 to Rs. 3,98,530. In the Madras Presidency the total earnings fell from Rs. 57,263 to Rs. 23,661, and the earnings per head from Rs. 7-3-7 to Rs. 2-12-10. In Lower Burma the fall was from Rs. 2,39,845 (Rs. 27-6-3 per head) to Rs. 1,40,890 (Rs. 15-10-5 per head). The Government of India agree with the Madras Government and the Chief Commissioner of Burma in considering the results for the two last-mentioned provinces to be very unsatisfactory. Sir Charles Crosthwaite has ordered a full investigation of the serious decrease in Burma.

After deducting the cash earnings from the gross cost the average net cost of maintaining a prisoner was Rs. 48-12-1 against Rs. 49-6-5 in 1888. The net cost in the different provinces was as follows :—

	Rs. A. P.
North-Western Provinces and Oudh	36 1 5
Bengal	47 11 7
Coorg	48 0 4
Punjab	48 7 5
Central Provinces	51 9 10
Hyderabad Assigned Districts	53 2 3
Bombay	53 7 3
Burma	54 2 2
Assam	60 4 9
Madras	72 15 5

Health statistics.

14. The record of sickness and mortality in the jails during the year is not, the Government of India regret to observe, satisfactory, but it must be remembered that the deaths recorded among the free population rose from 5,277,733 in 1888 to 5,534,431 in 1889, and that the deaths outside the jails from cholera, small-pox, fevers, and bowel-complaints, were over India as a whole more numerous than in 1888. The number of prisoners admitted into hospital was 87,868 compared with 79,356 in 1888, and the daily average number of sick 2,921 compared with 2,612. The ratio of admissions into hospital per mille of average strength rose from 1,003 in 1888 to 1,041 in 1889, and that of daily average sick from 33·05 to 34·62. The aggregate number of deaths was 3,007 against 2,617 in 1888, and the ratio of mortality per mille 35·63 against 33·10.

The following figures compare the aggregate number of deaths in the jails of each province in 1888 and 1889, and the ratios of mortality per mille in each year, and contrast the ratio per mille of deaths in jails in 1889 with the average ratio and the maximum and minimum ratios recorded among the free population in that year :—

		No. of deaths.	Ratio per mille of average strength.	Ratio per mille of free population.	Highest ratio among the free population.	Lowest ratio among the free population.
Madras ...	1888	202	25·50	21·4	...	...
	1889	325	38·53	23·5	42·6	15·6
Bombay ...	1888	157	22·94	28·44	...	...
	1889	241	31·30	31·30	45·19	15·75
Bengal ...	1888	614	44·71	22·94	...	...
	1889	688	45·78	24·25	45·22	16·02
North-Western Provinces and Oudh.	1888	629	28·32	30·08	...	...
	1889	673	28·03	31·11	55·42	21·86
Punjab ...	1888	390	30·70	30·0	...	...
	1889	378	29·27	32·0	42·0	17·0
Central Provinces.	1888	171	41·23	28·70	...	...
	1889	235	51·61	43·79	60·08	32·73
Burma ...	1888	393	44·88	23·40	...	...
	1889	370	41·11	17·07	28·34	10·37
Assam ...	1888	44	26·99	27·98	...	...
	1889	72	45·64	30·70	37·65	24·46
Hyderabad Assigned Districts.	1888	13	12·78	24·7	...	...
	1889	22	20·46	42·5	49·3	37·0

The admitted defects in the registration of the mortality among the free population, particularly in some provinces, deprive these figures of some of their value for purposes of comparison. If, however, the mortality among the free population is understated, it must on the other hand be admitted that the amount of mortality in jails, the statistics regarding which are correctly recorded, is not swelled by the infant mortality which prevails to a distressing extent among the free population, and the Government of India think that when the mortality in a jail exceeds to a considerable degree that recorded among the free population in the neighbourhood there must be some defects either in the jail buildings or in the sanitary arrangements at the jail. Tried by this standard some of the jails in the Madras Presidency, Bengal, the Central Provinces, Burma and Assam, which are, however, with the exception of the Central Provinces, the provinces in which the registration of vital statistics among the free population is as yet least satisfactorily performed, appear to have defects which affect the health of the jail population. The Jail Committee has made some valuable suggestions regarding jail hygiene which are at present under the consideration of Local Governments and Administrations, and the Governor General in Council will for the present abstain from expressing any opinion as to the exact measures required to reduce the preventible mortality in jails.

The deaths from fevers, cholera, and bowel-complaints in 1888 and 1889 are thus contrasted :—

	1888.	1889.
Fevers	211	214
Cholera	368	489
Bowel-complaints	777	878

In Madras there were 110 deaths from cholera compared with 12 in 1888. In Bombay the deaths from bowel-complaints rose from 32 to 59; and in Bengal from 209 to 252. In the North-Western Provinces and Oudh there were 44 deaths from cholera compared to 25. In the Punjab the deaths from fevers declined from 49 to 33, from bowel-complaints from 71 to 52, and from cholera from 64 to 3. In the Central Provinces no prisoners died of cholera in 1888, but in 1889 this disease caused 69 deaths. In Burma the deaths due to bowel-complaints decreased from 130 to 90, and those caused by cholera from 105 to 89.

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 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. $\frac{3 \text{ Jails}}{950-961}$, dated the 17th October 1890.

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 1888 and 1889.

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.	Subordinate jails and Lock-ups.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
Madras	1888	7 (a)	19 (b)	*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.
	1889	7 (a)	18 (b)	*310	8,593	286	8,879	57,130	4,002	61,132	65,723	4,288	70,011	57,499	3,966	61,465	8,224	322	8,546	8,124·71	309·59	8,434·30	1889
Bombay	1888	1	26 (c)	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.
	1889	1	26 (c)	27	6,849	237	7,086	51,530	2,686	54,216	58,379	2,923	61,302	50,979	2,670	53,649	7,400	253	7,653	7,434	264	7,698	1889
Bengal	1888	7 (d)	78 (e)	85	12,832	378	13,210	77,869	3,267	81,136	90,701	3,645	94,346	77,098	3,263	80,361	13,693	382	13,985	13,342·94	388·31	13,731·25	1888 Bengal.
	1889	7 (d)	77 (e)	84	13,603	382	13,985	80,876	3,763	84,639	94,479	4,145	98,624	79,883	3,693	83,576	14,596	452	15,048	14,588·87	436·73	15,025·60	1889
North-Western Provinces and Oudh.	1888	6	45	22	20,375	896	21,271	90,245	5,284	95,529	110,620	6,180	116,800	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.
	1889	6	45	22	21,907	1,005	22,912	92,124	5,943	98,067	114,031	6,948	120,979	90,447	5,885	96,332	23,584	1,063	24,647	22,917·57	1,084·48	24,002·05	1889
Punjab	1888	4 (f)	31	22	12,287	304	12,591	49,401	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.
	1889	4 (f)	39	23	13,152	340	13,492	46,274	1,518	47,792	59,426	1,858	61,284	46,925	1,478	48,403	12,501	380	12,881	12,845	360	13,205	1889
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.
	1889	3	15	1	3,998	272	4,270	13,821	1,286	15,107	17,819	1,558	19,377	13,468	1,280	14,748	4,351	278	4,629	4,267·37	285·53	4,552·90	1889
Lower Burma	1888	4 (g)	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.
	1889	4 (g)	8	3	8,898	107	9,005	20,584	578	21,162	29,482	685	30,167	20,516	585	21,101	8,966	100	9,066	8,901	99	9,000	1889
Assam	1888	...	11 (h)	13	1,350	36	1,386	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.
	1889	...	11 (h)	13	1,348	29	1,377	7,563	439	8,002	8,911	468	9,379	7,472	412	7,884	1,439	56	1,495	1,437·30	35·14	1,472·44	1889
Coorg	1888	...	1	26	98	5	103	927	93	1,020	1,025	88	1,123	921	96	1,017	104	2	106	101·28	4·31	105·59	1888 Coorg.
	1889	..	1	25	104	2	106	989	87	1,076	1,093	89	1,182	1,001	83	1,084	92	6	98	107·08	4·46	111·54	1889
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.
	1889	2	4	2	1,091	32	1,123	2,497	133	2,630	3,588	165	3,753	2,601	142	2,743	987	23	1,010	1,050·25	25·16	1,075·41	1889
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.
	1889	34	190	510	79,543	2,692	82,235	373,388	20,435	393,823	452,931	23,127	476,058	370,791	20,194	390,985	82,140	2,933	85,073	81,673·15	2,904·09	84,577·24	1889

* The figures are for 1887, the numbers for 1888 and 1889 not having been shown in the reports.

† Inclusive of 15 Intermediate Jails.

(a) Includes the Madras Penitentiary.

(b) Includes the European Prison, Cotacamund, and the Debtors' Prison, Madras.

(c) Includes one 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, and 14 Intermediate Jails.

(f) Includes the Female Penitentiary, Lahore, and the Chinawan Public Works Central Jail.

(g) Includes the European Prison, Rangoon.

(h) 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 1888 and 1889.

1		2		3		4		5						6			7				Name of Province.
Name of Province.		In jail at the commencement of the year.		Imprisoned during the year.		Total.		RECEIVED BY						TRANSFER.			Transferred to other jails.				
								A.						B.			A.		B.		
								To undergo sentence.						In transit for transportation, or to other jails.			To undergo sentence.		For transportation beyond seas.		
								From jails in the province.		From subsidiary jails to district jails in the province.		From jails outside the province.		From jails in the province.		From jails outside the province.					
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	M.	F.	M.	F.	
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.
	1889	7,324	245	21,742	2,330	29,066	2,575	1,012	16	298	18	323	...	7,903	334	1	...	38,603	2,943	41,546	9,247	362	119	4	1889 Madras.
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	194	10	1888 Bombay.
	1889	6,259	208	16,229	882	22,488	1,090	2,465	41	654	50	12	...	258	12	9	...	25,886	1,193	27,079	3,193	90	457	12	1889 Bombay.
Bengal	1888	11,623	327	29,777	1,218	41,400	1,545	6,848	228	10,590	372	149	...	247	7	1,708	36	60,942	2,188	63,130	17,120	579	1,269	6	1888 Bengal.
	1889	12,481	340	32,039	1,503	44,520	1,843	6,409	216	10,981	430	203	...	197	15	1,568	34	63,878	2,538	66,416	17,136	627	973	9	1889 Bengal.
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.
	1889	20,412	916	38,963	3,106	59,374	4,022	7,434	202	...	...	789	3	412	34	109	...	68,118	4,261	72,379	7,782	212	549	55	1889 North-Western Provinces and Oudh.
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	328	22	1888 Punjab.
	1889	12,106	310	19,535	660	31,641	970	3,680	93	...	...	31	...	966	12	...	...	36,318	1,075	37,393	4,462	91	279	20	1889 Punjab.
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.
	1889	3,802	260	7,191	830	10,993	1,090	1,270	42	1	...	106	...	124	2	...	...	12,494	1,134	13,628	1,333	42	163	4	1889 Central Provinces.
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.
	1889	8,546	104	10,782	384	19,328	488	1,663	35	...	...	199	...	1,251	...	...	...	22,441	523	22,964	1,878	28	440	...	1889 Lower Burma.
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.
	1889	1,254	25	3,642	212	4,896	237	364	16	534	26	20	1	81	6	1	1	5,896	287	6,183	945	47	25	2	1889 Assam.
Coorg	1888	84	4	145	10	229	14	...	...	73	6	...	...	...	...	...	...	302	20	322	4	...	...	...	1888 Coorg.
	1889	92	2	128	9	220	11	...	...	84	3	...	...	...	...	...	...	304	14	318	3	...	...	...	1889 Coorg.
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.
	1889	1,048	31	1,457	82	2,505	113	152	4	...	...	24	2	20	...	...	...	2,701	119	2,820	169	4	32	...	1889 Hyderabad Assigned Districts.
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	42,291	1,235	3,211	104	1888 Total.
	1889	73,324	2,441	151,707	9,998	225,031	12,439	24,449	665	12,552	527	1,707	6	11,212	415	1,688	35	276,639	14,087	290,726	46,148	1,503	3,037	106	1889 Total.

No. 2—

STATEMENT SHOWING the NUMBER and DISPOSAL of the CONVICTS in the JAILS and continued.

SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1888 and 1889—contd.

Name of Province.		8										9		10		11		12		13		14		15			Name of Province.
		Released during the year.												Transferred to lunatic asylum.		Escaped.		Executed.		Died.		Remained at the close of the year.		Daily average number.			
		A. On appeal.		B. On expiry of sentence.		C. Under remission rules.		D. By order of Government. (a) On account of sickness.		D. By order of Government. (b) On other grounds.		Transported 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.	Total.	
Madras	1888	1,231	47	17,129	2,073	697	9	16	1	7	...	55	6	11	1	33	...	32	...	172	4	7,324	245	6,638·98	243·90	6,882·88	1888 Madras.
	1889	1,630	61	19,257	2,212	694	15	16	...	94	..	1	...	4	...	45	...	23	1	278	6	7,195	282	7,155·59	263·04	7,418·63	1889 Madras.
Bombay	1888	785	31	12,236	844	647	10	2	...	1	...	...	...	5	...	13	1	18	...	140	3	6,259	208	5,912	233	6,145	1888 Bombay.
	1889	815	22	13,740	808	649	21	1	...	1	1	...	...	12	1	18	...	35	...	217	5	6,749	233	6,717	242	6,959	1889 Bombay.
Bengal	1888	1,936	44	25,315	1,137	1,338	14	31	2	88	...	761	42	20	1	14	...	21	...	548	23	12,481	340	12,047·58	330·83	12,378·41	1888 Bengal.
	1889	1,907	35	27,391	1,363	1,534	41	31	6	2	...	782	47	8	1	4	...	16	1	606	20	13,488	388	13,215·88	375·37	13,591·25	1889 Bengal.
North-Western Provinces and Oudh.	1888	2,569	41	30,964	2,398	2,398	36	11	1	89	1	...	...	15	...	1	...	109	6	556	32	20,412	916	19,619·75	897·00	20,516·75	1888 North-Western Provinces and Oudh.
	1889	2,609	57	31,657	2,826	2,850	93	18	1	8	1	...	..	9	...	3	...	67	2	589	35	21,977	979	21,246·75	1,007·25	22,254	1889 North-Western Provinces and Oudh.
Punjab	1888	2,167	40	15,564	542	1,288	16	20	1	...	...	...	...	4	1	8	...	73	2	369	3	12,106	310	11,672	297	11,969	1888 Punjab.
	1889	2,519	50	14,934	525	1,968	33	19	2	1	...	...	...	7	...	14	...	97	3	358	7	11,660	344	11,866	334	12,200	1889 Punjab.
Central Provinces	1888	338	11	5,922	701	302	8	3	1	9	1	...	...	1	...	14	...	41	5	162	6	3,802	260	3,693·16	249·56	3,942·72	1888 Central Provinces.
	1889	477	28	5,745	750	386	24	6	1	2	...	...	...	1	...	4	...	31	...	209	16	4,137	269	4,068·17	274·24	4,342·41	1889 Central Provinces.
Lower Burma	1888	521	14	8,086	397	1,172	5	26	2	83	...	A1,713	...	5	...	10	...	76	...	365	4	8,546	104	8,258	95	8,353	1888 Lower Burma.
	1889	474	16	7,638	360	1,149	2	27	1	508	16	B1,303	C3	1	...	3	...	30	...	351	3	8,639	94	8,517	97	8,614	1889 Lower Burma.
Assam	1888	261	2	2,832	211	171	4	4	...	4	...	...	...	2	1	10	...	4	...	40	...	1,254	25	1,277·28	31·58	1,308·86	1888 Assam.
	1889	434	7	2,848	173	178	3	11	...	5	1	...	...	1	...	11	...	4	...	66	4	1,368	50	1,344·37	30·94	1,375·31	1889 Assam.
Coorg	1888	15	...	172	18	5	...	2	...	...	...	4	...	...	...	...	...	4	4	4	...	92	2	81·95	3·30	85·25	1888 Coorg.
	1889	19	...	187	11	10	...	1	...	...	...	4	...	...	...	1	...	...	...	2	...	77	3	88·67	3·11	91·78	1889 Coorg.
Hyderabad Assigned Districts.	1888	148	4	1,535	122	143	2	...	...	16	1	...	...	1	1	1	...	5	...	13	...	1,048	31	943·08	29·73	972·81	1888 Hyderabad Assigned Districts.
	1889	120	10	1,284	78	104	3	2	...	7	...	...	...	3	...	1	...	...	...	20	1	959	23	1,009·30	23·11	1,032·41	1889 Hyderabad Assigned Districts.
Total	1888	9,971	234	119,755	8,443	8,161	104	115	8	297	3	2,533	48	64	5	104	1	383	13	2,369	75	73,324	2,441	70,143·78	2,410·90	72,554·68	1888 Total.
	1889	11,004	286	124,681	9,106	9,522	235	131	11	628	19	2,090	50	46	2	104	...	303	7	2,696	97	76,249	2,665	75,228·73	2,650·06	77,878·79	1889 Total.

A. Includes 1,471 convicts deported to Indian Jails and 242 to Port Blair.
B. Includes 1,220 convicts deported to Indian Jails and 83 to Port Blair.
C. Deported to Port Blair.

No.

STATEMENT SHOWING the RELIGION, AGE and PREVIOUS OCCUPATION of the CON the YEARS 1888

1		2														3					
		RELIGION.														AGE.					
		A						B		C		D		E		A		B		C	
		CHRISTIANS.																			
NAME OF PROVINCE.		Europeans.		Eurasians.		Natives.		Muhammadans.		Hindus and Sikhs.		Buddhists 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	1888	19	...	76	...	592	72	1,753	103	17,426	1,991	...	...	...	...	348	92	16,078	1,601	3,260	455
	1889	28	...	42	7	588	71	1,903	97	19,176	2,155	4	...	1	...	387	137	17,798	1,676	3,347	487
Bombay	1888	138	...	13	...	184	11	5,485	164	8,485	701	41	1	52	...	204	37	12,695	691	1,403	140
	1889	94	...	12	4	238	14	6,057	137	9,731	726	33	1	64	...	164	22	14,445	703	1,549	149
Bengal	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
	1889	249	3	86	4	65	8	11,254	385	19,419	1,026	116	4	850	73	397	37	23,456	1,039	7,218	380
North-Western Provinces and Oudh.	1888	21	...	21	1	16	1	5,762	336	32,249	2,298	1	...	...	...	316	60	30,977	2,059	6,147	480
	1889	36	1	18	2	31	6	5,897	298	32,976	2,799	4	...	...	...	337	60	31,323	2,416	6,627	582
Punjab	1888	5	...	5	...	12	...	14,354	464	6,123	186	5	...	42	1	284	17	17,316	547	2,606	82
	1889	7	...	8	...	6	...	13,678	470	5,777	188	...	...	59	2	234	12	16,451	538	2,520	98
Central Provinces.	1888	1	...	6	...	19	2	638	65	4,828	545	19	1	1,268	121	161	47	5,701	573	834	102
	1889	9	...	5	...	26	3	631	45	4,879	603	15	2	1,626	177	154	53	5,829	641	1,128	122
Lower Burma.	1888	221	1	20	...	44	2	517	12	690	22	10,101	387	40	...	62	10	10,024	347	1,456	61
	1889	279	..	37	...	15	...	509	14	605	18	9,243	349	94	3	76	8	9,026	294	1,594	78
Assam	1888	1	...	2	...	5	...	1,080	26	1,984	168	11	...	270	16	9	2	2,742	193	558	14
	1889	...	...	...	...	11	...	1,135	24	2,185	182	2	...	213	6	8	3	2,952	190	548	17
Coorg	1888	...	...	...	...	9	1	36	5	126	9	...	...	47	1	1	...	196	13	20	3
	1889	...	...	...	...	19	4	45	1	115	7	...	...	33	...	3	...	189	10	18	2
Hyderabad Assigned Districts.	1888	...	...	...	...	...	...	305	13	1,627	120	5	1	...	...	14	8	1,687	110	225	14
	1889	...	...	...	...	1	...	248	10	1,204	72	2	...	...	...	5	...	1,245	73	196	9
TOTAL	1888	595	3	229	11	956	98	40,628	1,525	91,508	6,942	10,329	400	2,332	187	1,675	303	119,453	6,989	23,037	1,644
	1889	702	4	208	17	1,000	106	41,357	1,481	96,067	7,776	9,419	356	2,940	261	1,765	332	122,714	7,580	24,745	1,924

3.

VICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during and 1889.

	4											5			6	
	PREVIOUS OCCUPATIONS.											TOTAL.				
D	MALES.							FEMALES.								
	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.				NAME OF PROVINCE.	
M. F.												M.	F.	Total.		
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.
210 30	696	1,317	2,750	7,611	1,432	1,606	6,330	1,312	197	703	118	21,742	2,330	24,072	1889	
96 9	597	174	1,549	7,750	1,456	1,257	1,615	565	46	239	87	14,398	877	15,275	1888	Bombay.
71 8	519	187	1,758	9,182	1,574	1,217	1,792	513	35	259	75	16,229	882	17,111	1889	
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.
968 47	1,098	883	2,621	18,342	1,092	609	7,394	639	36	689	139	32,039	1,503	33,542	1889	
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
675 48	739	3,341	2,654	22,434	769	425	8,600	2,056	136	834	80	38,962	3,106	42,068	1889	
340 5	476	54	2,218	11,777	524	901	4,596	489	35	97	30	20,546	651	21,197	1888	Punjab.
330 12	490	147	2,061	11,071	475	1,006	4,285	483	43	115	19	19,535	660	20,195	1889	
83 12	215	6	533	3,382	362	815	1,466	509	32	184	9	6,779	734	7,513	1888	Central Provinces.
86 14	265	3	530	3,659	357	792	1,585	559	47	219	5	7,191	830	8,021	1889	
91 6	640	110	414	5,110	1,258	395	3,706	334	26	36	28	11,633	424	12,057	1888	Lower Burma.
86 4	674	116	287	4,929	1,099	367	3,310	313	30	35	6	10,782	384	11,166	1889	
44 1	115	40	579	2,085	97	34	403	148	11	47	4	3,353	210	3,563	1888	Assam.
38 2	113	46	679	2,173	70	27	438	163	8	35	6	3,546	212	3,758	1889	
1 ...	4	9	...	38	30	...	137	10	...	6	...	218	16	234	1888	Coorg.
2 ...	1	2	...	41	23	...	145	7	1	4	...	212	12	224	1889	
11 2	72	3	138	669	186	109	760	91	4	37	2	1,937	134	2,071	1888	Hyderabad Assigned Districts.
9 ...	78	7	142	654	147	140	287	55	2	23	2	1,455	82	1,537	1889	
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.
2,469 165	4,673	6,049	13,482	80,096	7,038	6,189	34,166	6,100	535	2,916	450	† 151,693	† 11,000	161,694	1889	

* These figures do not agree with the totals of col. 3, Statement No. 2 (page 4), owing to discrepancies in the figures for Assam and Coorg.
† Ditto ditto ditto ditto Assam, Coorg and the Hyderabad Assigned Districts.

No. 4.

STATEMENT SHOWING the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1888 and 1889, 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.		Sentenced to death.	
																		A For life.		B For a term.	
NAME OF PROVINCE.		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras.	Admitted 1888	10,467	1,725	4,381	283	2,745	103	1,067	23	570	9	350	8	144	2	4	...	58	12	20	...
	Admitted 1889	11,379	1,806	4,978	339	3,175	121	995	20	572	13	347	10	121	2	4	...	81	8	30	...
	Remaining on the 31st December. 1888	411	38	944	58	1,248	34	720	22	740	18	1,750	28	1,012	27	107	1	458	17	420	2
	Remaining on the 31st December. 1889	305	33	820	76	1,207	50	703	25	735	17	1,182	28	987	25	152	1	487	19	491	1
Bombay.	Admitted 1888	5,497	509	3,117	200	2,103	85	1,771	45	816	19	482	6	90	1	2	...	86	11	96	...
	Admitted 1889	5,900	490	3,408	195	3,000	104	2,003	44	895	18	471	9	122	...	2	...	121	14	99	1
	Remaining on the 31st December. 1888	236	6	516	20	898	20	1,103	36	1,120	22	1,110	25	358	16	84	...	503	26	318	10
	Remaining on the 31st December. 1889	201	18	522	20	1,087	42	1,268	29	1,124	34	1,219	29	486	9	51	...	499	38	256	13
Bengal.	Admitted 1888	11,559	629	6,796	282	4,670	132	3,308	76	1,881	50	1,079	29	223	4	4	...	76	14	58	...
	Admitted 1889	12,136	791	7,625	338	5,245	186	3,453	101	1,954	43	1,111	25	285	5	4	...	136	10	62	3
	Remaining on the 31st December. 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
	Remaining on the 31st December. 1889	639	34	1,276	46	1,928	95	2,420	73	2,508	65	2,455	47	1,381	15	127	2	440	7	247	4
North-Western Provinces and Oudh.	Admitted 1888	13,345	1,284	7,358	503	6,704	381	5,285	103	3,121	98	1,370	36	417	4	9	...	181	31	116	7
	Admitted 1889	12,925	1,574	7,130	688	6,859	401	5,775	233	3,502	124	1,364	41	481	13	9	...	208	25	96	4
	Remaining on the 31st December. 1888	548	67	1,142	92	2,675	160	4,317	152	4,683	150	3,383	122	2,193	68	160	9	776	68	512	26
	Remaining on the 31st December. 1889	598	66	1,205	124	2,827	156	4,448	164	4,994	155	3,948	142	1,854	64	149	12	1,179	65	770	30
Punjab.	Admitted 1888	4,654	205	3,782	164	4,101	133	3,487	57	2,582	40	1,748	23	283	12	9	...	137	11	43	2
	Admitted 1889	3,990	185	3,558	151	3,821	118	3,937	106	2,311	44	1,347	25	317	7	12	...	107	15	22	3
	Remaining on the 31st December. 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
	Remaining on the 31st December. 1889	279	5	437	19	1,346	48	2,159	58	3,392	68	2,526	54	1,076	45	106	1	190	29	113	13
Central Provinces.	Admitted 1888	1,633	300	1,672	225	1,788	115	786	46	422	26	278	12	75	3	1	...	58	1	13	...
	Admitted 1889	1,502	323	1,703	245	2,138	183	856	41	497	16	299	13	87	5	3	...	50	2	24	...
	Remaining on the 31st December. 1888	105	25	311	37	744	62	681	38	625	40	511	30	336	13	57	...	207	11	126	3
	Remaining on the 31st December. 1889	104	19	413	53	780	64	706	36	656	31	584	29	383	25	95	...	259	8	154	3
Lower Burma	Admitted 1888	2,138	220	1,545	91	2,513	72	1,899	23	1,524	9	805	8	345	11	13	...	228	...	431	...
	Admitted 1889	2,297	186	1,432	93	2,137	62	1,782	24	1,500	13	730	6	332	...	20	...	143	...	299	...
	Remaining on the 31st December. 1888	120	8	338	21	856	26	1,178	20	2,048	10	2,003	12	1,073	4	61	...	403	3	440	...
	Remaining on the 31st December. 1889	80	10	270	19	814	24	1,170	15	2,186	11	2,099	10	1,036	4	61	...	268	...	637	...
Assam.	Admitted 1888	1,522	175	730	52	441	6	264	3	221	3	110	...	27	...	1	...	8	1	4	...
	Admitted 1889	1,600	164	900	27	449	14	230	5	227	...	91	1	17	1	1	...	11	...	10	...
	Remaining on the 31st December. 1888	75	4	99	2	181	3	215	4	238	4	205	...	148	6	5	...	10	1	6	1
	Remaining on the 31st December. 1889	110	24	132	7	152	6	230	4	320	4	237	3	138	2	7	...	9	...	10	...
Coorg.	Admitted 1888	70	8	47	4	33	2	25	1	4	...	12	1	6	...	...	...	8	...	..	...
	Admitted 1889	98	9	65	...	38	2	2	...	2	...	4	...	1	1	1	...	1	...	...	...
	Remaining on the 31st December. 1888	3	...	8	...	9	1	24	...	8	...	22	1	14	...	...	...	4	...	...	...
	Remaining on the 31st December. 1889	2	...	18	1	10	...	4	...	6	...	21	1	15	1	1	...	...	...	...	...
Hyderabad Assigned Districts.	Admitted 1888	618	77	375	23	388	20	240	6	136	3	77	1	41	2	...	...	10	2	...	...
	Admitted 1889	507	39	292	25	292	14	152	2	102	2	58	...	23	...	1	...	22	...	2	...
	Remaining on the 31st December. 1888	38	1	62	8	187	7	147	5	231	2	207	4	140	3	18	...	17	1	1	...
	Remaining on the 31st December. 1889	39	1	59	7	139	6	118	1	212	3	203	2	153	3	19	...	15	...	1	...
TOTAL.	Admitted 1888	51,542	5,132	20,813	1,887	25,876	1,049	18,205	473	11,277	257	5,060	124	1,651	20	43	...	859	83	781	9
	Admitted 1889	52,391	5,573	31,187	2,101	27,154	1,205	19,196	582	11,922	273	6,022	130	1,784	34	57	...	880	74	624	11
	Remaining on the 31st December. 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
	Remaining on the 31st December. 1889	2,483	215	5,158	372	10,350	491	13,246	405	16,185	388	14,454	345	7,509	193	768	16	3,322	166	2,679	64

TOTAL.			NAME OF PROVINCE.
M.	F.	Total.	
19,866	2,166	22,032	1888 Admitted . . . Madras.
21,742	2,330	24,072	1889 Admitted . . . Madras.
7,324	245	7,569	1888 Remaining on the 31st December. Madras.
7,195	282	7,477	1889 Remaining on the 31st December. Madras.
14,398	877	15,275	1888 Admitted . . . Bombay.
16,229	882	17,111	1889 Admitted . . . Bombay.
6,259	208	6,467	1888 Remaining on the 31st December. Bombay.
6,749	233	6,982	1889 Remaining on the 31st December. Bombay.
29,777	1,218	30,995	1888 Admitted . . . Bengal.
32,039	1,503	33,542	1889 Admitted . . . Bengal.
12,481	340	12,821	1888 Remaining on the 31st December. Bengal.
13,498	388	13,870	1889 Remaining on the 31st December. Bengal.
38,070	2,636	40,706	1888 Admitted . . . North-Western Provinces and Oudh.
38,962	3,106	42,068	1889 Admitted . . . North-Western Provinces and Oudh.
20,412	916	21,328	1888 Remaining on the 31st December. North-Western Provinces and Oudh.
21,977	979	22,956	1889 Remaining on the 31st December. North-Western Provinces and Oudh.
20,546	651	21,197	1888 Admitted . . . Punjab.
19,535	660	20,195	1889 Admitted . . . Punjab.
12,106	310	12,416	1888 Remaining on the 31st December. Punjab.
11,660	344	12,004	1889 Remaining on the 31st December. Punjab.
6,779	734	7,513	1888 Admitted . . . Central Provinces.
7,191	830	8,021	1889 Admitted . . . Central Provinces.
3,802	260	4,062	1888 Remaining on the 31st December. Central Provinces.
4,137	269	4,406	1889 Remaining on the 31st December. Central Provinces.
11,633	424	12,057	1888 Admitted . . . Lower Burma.
10,782	384	11,166	1889 Admitted . . . Lower Burma.
8,546	104	8,650	1888 Remaining on the 31st December. Lower Burma.
8,639	94	8,733	1889 Remaining on the 31st December. Lower Burma.
3,353	210	3,563	1888 Admitted . . . Assam.
3,546	212	3,758	1889 Admitted . . . Assam.
1,254	25	1,279	1888 Remaining on the 31st December. Assam.
1,368	50	1,418	1889 Remaining on the 31st December. Assam.
218	16	234	1888 Admitted . . . Coorg.
212	12	224	1889 Admitted . . . Coorg.
92	2	94	1888 Remaining on the 31st December. Coorg.
77	3	80	1889 Remaining on the 31st December. Coorg.
1,937	134	2,071	1888 Admitted . . . Hyderabad Assigned Districts.
1,455	82	1,537	1889 Admitted . . . Hyderabad Assigned Districts.
1,048	31	1,079	1888 Remaining on the 31st December. Hyderabad Assigned Districts.
959	23	982	1889 Remaining on the 31st December. Hyderabad Assigned Districts.
*146,577	9,066	155,643	1888 Admitted . . . TOTAL.
†151,693	†10,001	161,694	1889 Admitted . . . TOTAL.
73,321	2,441	75,765	1888 Remaining on the 31st December. TOTAL.
70,249	2,665	78,914	1889 Remaining on the 31st December. TOTAL.

* *Vide* foot-note at page 9.
† Ditto ditto.

No. 5.

STATEMENT SHOWING the CONVICTS admitted into the JAILS of BRITISH INDIA during the YEARS 1888 and 1889 who had been PREVIOUSLY CONVICTED.

1		2			3									4			5							
Name of Province.		Number admitted during the year.			Number previously convicted.									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).						Name of Province.	
					A		B		C		D						A			B				
					Once.		Twice.		More than Twice.		Total.						Number admitted during the year.			Number previously convicted.				
		M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.		
Madras	1888	19,866	2,166	22,032	1,320	61	420	23	395	7	2,135	91	2,226	10·74	4·20	10·10	348	92	440	40	1	41	1888	Madras.
	1889	21,742	2,330	24,072	1,386	88	348	19	377	21	2,111	128	2,239	9·70	5·49	9·30	387	137	524	34	2	36	1889	
Bombay	1888	14,398	877	15,275	1,222	49	382	8	432	32	2,036	89	2,125	14·14	10·14	13·91	204	37	241	14	...	14	1888	Bombay.
	1889	16,229	882	17,111	1,359	30	500	8	543	40	2,402	78	2,480	14·80	8·84	14·49	164	22	186	12	...	12	1889	
Bengal	1888	29,777	1,218	30,995	2,565	78	626	17	316	10	3,507	105	3,612	11·77	8·62	11·65	276	30	306	13	...	13	1888	Bengal.
	1889	32,039	1,503	33,542	2,557	65	577	7	348	7	3,482	79	3,561	10·86	5·25	10·61	397	37	434	27	...	27	1889	
North-Western Provinces and Oudh.	1888	38,070	2,636	40,706	2,675	121	1,003	33	727	23	4,405	177	4,582	11·57	6·71	11·25	316	60	376	52	1	53	1888	North-Western Provinces & Oudh.
	1889	38,962	3,106	42,068	2,533	141	943	42	750	24	4,326	207	4,533	11·10	6·66	10·77	337	60	397	72	2	74	1889	
Punjab	1888	20,546	651	21,197	2,083	20	553	5	550	17	3,186	42	3,228	15·50	6·45	15·22	284	17	301	30	2	32	1888	Punjab.
	1889	19,535	660	20,195	1,933	27	574	6	470	8	2,977	41	3,018	15·23	6·21	14·94	234	12	246	17	...	17	1889	
Central Provinces	1888	6,779	734	7,513	631	40	166	18	137	9	934	67	1,001	13·78	9·13	13·32	161	47	208	27	6	33	1888	Central Provinces.
	1889	7,191	839	8,021	586	43	207	11	148	7	941	61	1,002	13·08	7·34	12·49	154	53	207	22	5	27	1889	
Lower Burma	1888	11,633	424	12,057	1,701	8	519	...	285	...	2,505	8	2,513	21·53	1·88	20·84	62	10	72	3	...	3	1888	Lower Burma.
	1889	10,782	384	11,166	1,455	14	482	...	234	...	2,171	14	2,185	20·13	3·64	19·56	76	8	84	11	3	14	1889	
Assam	1888	3,353	210	3,563	261	11	66	...	24	1	351	12	363	10·46	5·71	10·18	9	2	11	2	...	2	1888	Assam.
	1889	3,546	212	3,758	290	6	80	1	30	1	400	8	408	11·28	3·77	10·85	8	3	11	2	...	2	1889	
Coorg	1888	218	16	234	11	1	2	...	...	...	13	1	14	5·96	6·25	5·98	1	...	1	...	...	...	1888	Coorg.
	1889	212	12	224	7	...	3	...	4	...	14	...	14	6·60	...	6·25	3	...	3	...	...	...	1889	
Hyderabad Assigned Districts	1888	1,937	134	2,071	150	5	60	...	47	...	257	5	262	13·26	3·73	12·65	11	4	15	1	...	1	1888	Hyderabad Assigned Districts.
	1889	1,455	82	1,537	119	6	38	1	40	1	197	8	205	13·53	9·75	13·33	5	...	5	1	...	1	1889	
Total	1888	146,577 †	9,066 †	155,643	12,619	394	3,797	104	2,913	99	19,329	597	19,926	13·18	6·58	12·80	1,672	299	1,971	182	10	192	1888	Total.
	1889	151,693	10,001	161,694	12,325	420	3,752	95	2,944	109	19,021	624	19,645	12·53	6·23	12·14	1,765	332	2,097	198	12	210	1889	

* *Vide* foot-note at page 9.
† Ditt ditto.

No.

STATEMENT SHOWING the EMPLOYMENT of CONVICTS in the JAILS and

1	2	3	4	5	A	AVERAGE NUMBER				
						On Prison Duties.				
						B	C	D	E	F
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.
Madras 1888	141·26	6,371·76	180·96	162·61	317·55	552·84	636·06	731·92	1,244·02	175·86
Madras 1889	141·85	6,831·49	195·02	343·28	...	502·66	659·90	885·25	1,366·44	487
Bombay 1888	71	6,065	137	252	401	236	529	366	616	172
Bombay 1889	87	6,862	170	281	461	260	574	425	767	323
Bengal 1888	126·31	12,210·17	614·78	1,084·41	446·57	717·90	1,213·20	829·07	590·83	137·35
Bengal 1889	162·36	13,393·69	683·11	1,364·00	468·51	756·94	1,332·68	1,104·53	762·44	195·79
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	3,292·92	1,852·48
North-Western Provinces and Oudh. 1889	271·12	21,889·22	700·24	1,408·47	13·02	567·85	2,506·92	1,334·95	3,632·53	2,022·81
Punjab 1888	143	11,822	341	322	...	254	1,199	589	1,877	467
Punjab 1889	127	12,072	473	1,579	...	392	1,321	608	2,607	431
Central Provinces 1888	19·97	3,893·30	122·43	265·97	59·92	176·27	337·52	139·98	386·36	241·32
Central Provinces 1889	33·98	4,271·14	130·16	296·20	54·45	206·49	398·81	168·82	446·83	227·63
Lower Burma 1888	95	6,408	399	142	550*	688	509	240	358	98
Lower Burma 1889	101	6,802	350	156	323	921	561	290	367	173
Assam 1888	6·46	1,288·28	77·21	52·13	·05	66·66	114·44	85·05	73·90	52·09
Assam 1889	7·93	1,337·98	85·75	51·84	·42	84·51	122·68	82·99	78·36	39·45
Coorg 1888	2·67	61·60	5·01	...	...	4·83	10·31	2·18	5·32	3·05
Coorg 1889	1·84	69·34	5·06	...	...	5·00	10·13	2·80	5·52	3·71
Hyderabad Assigned Districts 1888	11·97	836·35	15·80	13·02	1·59	51·80	81·36	97·20	88·39	9·68
Hyderabad Assigned Districts 1889	12·21	893·61	15·08	20·29	3·03	55·98	86·33	97·68	106·36	11·61
Total 1888	879·53	69,156·56	2,912·47	3,416·20	1,786·66	3,087·74	6,921·89	4,346·81	8,532·74	3,208·83
Total 1889	946·29	74,422·47†	2,807·42	5,500·14	1,323·43	3,752·41	7,573·45	5,060·02	10,139·48	3,915·00

* This does not agree with the totals of columns 6A and 6B to 6F because in the returns for Bengal, Burma, and Coorg

6.

SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1888 and 1889.

6									7			8
EMPLOYED				K	L				Ratio per cent. on number under sentence of labour (column 3) of those employed as			
On Jail Buildings.												
Additions and alterations.		New Jails.			Public Works.							
G	H	I	J									
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.
398·39	25·10	105·93	35·45	1,669·53	...	...	135·54	1888	8·67	9·98	26·20	Madras.
283·90	52·48	105·42	...	1,680·62	...	27·65	241·87	1889	7·35	9·65	24·60	
67	3	...	...	2,332	607	259	88	1888	3·89	8·72	38·45	Bombay.
118	13	...	...	2,326	571	419	154	1889	3·78	8·36	33·89	
854·19	307·33	10·22	25·37	5,368·39	...	...	10·56	1888	5·88	9·93	43·96	Bengal.
945·33	102·41	16·86	55·90	5,569·45	...	...	35·68	1889	5·65	9·95	41·58	
1,267·44	95·41	915·50	...	6,807·63	...	97·74	21·81	1888	2·67	11·34	33·70	North-Western Provinces and Oudh.
1,231·44	13·60	...	...	8,387·48	...	12·69	57·24	1889	2·59	11·45	38·31	
137	172	...	...	6,165	475	4	6	1888	2·14	10·14	52·14	Punjab.
109	193	...	...	5,733	119	1	18	1889	3·24	10·91	47·49	
130·32	24·93	...	...	1,999·28	2·48	...	6·52	1888	4·53	8·67	51·35	Central Provinces.
118·87	51·67	...	20·46	2,139·93	7·14	...	0·70	1889	4·83	9·33	50·10	
63	32	...	...	3,648	1	23	198	1888	10·73	7·94	56·92	Lower Burma.
20	375	...	...	3,486	...	107	179	1889	13·54	8·24	51·24	
28·93	3·67	3·07	...	150·75	297·15	...	283·18	1888	5·17	8·88	11·70	Assam.
19·62	...	3·06	...	141·70	274·35	...	353·25	1889	6·31	9·16	10·59	
...	...	...	...	40·56	...	...	4·17	1888	7·84	16·73	65·84	Coorg.
...	...	...	...	47·28	...	...	6·14	1889	7·21	14·60	68·18	
36·90	11·18	...	...	429·43	...	...	...	1888	6·19	9·72	51·34	Hyderabad Assigned Districts.
31·84	20·99	...	0·47	443·95	...	...	...	1889	6·26	9·66	49·68	
2,983·17	674·62	1,034·72	60·82	28,610·57	1,382·63	383·74	1,166·61	1888	4·46	10·00	41·39	Total.
2,878·00	825·15	125·34	76·83	29,955·41	971·47	567·34	1,653·74	1889	5·04	10·17	40·25	

No.

STATEMENT SHOWING the OFFENCES COMMITTED by the CONVICTS and the PUNISH
during the YEARS

1		2			3			4										5		
								BREACHES OF JAIL RULES.												
		Daily average number of convicts.			Criminal offences.			Smoking or having possession of forbidden articles.			Offences relating to work.			Other offences against prison discipline.			Total offences.		
Name of Province.		M.	F.	Total.	M.	F.	Total	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Madras	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
	1889	7,155·59	263·04	7,418·63	33	...	33	678	5	683	1,274	8	1,282	1,306	32	1,338	3,291	45	3,336
Bombay	1888	5,912	233	6,145	21	...	21	482	2	484	1,660	27	1,687	856	22	878	3,019	51	3,070
	1889	6,717	242	6,959	36	...	36	548	6	554	3,242	52	3,294	859	44	903	4,685	102	4,787
Bengal	1888	12,047·58	330·83	12,378·41	39	...	39	2,329	32	2,361	15,843	312	16,155	10,255	254	10,509	28,466	598	29,064
	1889	13,215·88	375·37	13,591·25	35	4	39	2,222	25	2,247	12,582	269	12,851	9,677	293	9,970	24,516	591	25,107
North-Western Provinces and Oudh.	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
	1889	21,249·75	1,009·25	22,259	24	...	24	1,076	...	1,076	2,766	91	2,857	3,591	125	3,716	7,457	216	7,673
Punjab	1888	11,672	297	11,969	64	1	65	1,345	1	1,346	11,920	605	12,534	2,502	64	2,566	15,810	671	16,511
	1889	11,866	334	12,200	73	...	73	1,706	54	1,760	14,016	525	14,535	4,011	52	4,063	19,800	631	20,431
Central Provinces.	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
	1889	4,068 17	274·24	4,342·41	34	1	35	414	2	416	1,381	64	1,445	1,510	108	1,618	3,339	175	3,514
Lower Burma	1888	8,253	95	8,353	15	...	15	2,675	4	2,679	4,597	4	4,601	5,639	4	5,643	12,026	12	12,938
	1889	8,517	97	8,614	25	...	25	3,053	9	3,062	5,692	...	5,692	6,941	30	6,971	15,711	39	15,750
Assam	1888	1,277·28	31·58	1,308·86	46	...	46	193	...	193	1,093	44	1,137	295	5	300	1,617	49	1,676
	1889	1,344·37	30·94	1,375·31	49	...	49	157	...	157	1,045	26	1,071	267	7	274	1,518	33	1,551
Coorg	1888	81·95	3·30	85·25	...	...	...	20	...	20	27	...	27	25	...	25	72	...	72
	1889	88·67	3·11	91·78	1	...	1	18	...	18	30	...	30	20	...	20	69	...	69
Hyderabad Assigned Districts.	1888	943·08	29·73	972 81	3	...	3	73	...	73	80	3	83	155	1	156	311	4	315
	1889	1,009·30	23·11	1,032·41	4	...	4	62	...	62	102	...	102	155	5	160	323	5	328
Total	1888	70,115·78	2,410·90	72,554·68	292	2	294	9,060	55	9,115	39,717	1,123	40,840	24,857	583	25,440	73,586	1,778	75,364
	1889	75,221·72	2,657·08	77,883 79	314	5	319	9,034	101	10,035	48,124	1,035	43,159	28,337	696	29,033	86,709	1,838	88,547

(a) This does not agree with the total of Column 14, Statement No. 4, page 7, owing to a discrepancy of 1 in the North-Western Provinces and Oudh figures.

7.

MENTS INFLICTED on THEM in the JAILS and SUBSIDIARY JAILS in BRITISH INDIA
1888 and 1889.

6																				7	8	9
PUNISHMENTS INFLICTED.																						
A			B—By Jail Officers.																C			
			a			b			c			d	e									
By criminal courts.			Solitary confinement.			Reduced diet.			Solitary confinement with reduced diet.			Corporal punishment.	Other punishments.						Total punishments.	Ratio per cent. of total punishments to daily average number of convicts (column 6C to column 2).	Ratio of column 6C 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.							
15	...	15	517	11	528	1,635	36	1,671	...	...	...	99	1,347	19	1,366				3,679	53·45	2·82	1888 Madras.
33	...	33	392	8	400	1,565	29	1,594	...	...	...	80	1,221	8	1,229				3,336	44·96	2·51	1889 Madras.
21	...	21	58	...	58	45	...	45	759	6	765	95	2,041	45	2,086				3,070	49·95	3·27	1888 Bombay.
36	...	36	40	2	42	21	3	24	1,031	14	1,045	105	3,452	83	3,535				4,787	68·78	2·31	1889 Bombay.
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 Bengal.
37	3	40	1,201	75	1,276	538	25	563	315	3	318	272	22,157	484	22,641				25,110	184·75	1·12	1889 Bengal.
22	...	22	574	26	600	847	79	926	1,728	71	1,799	421	1,838	18	1,856				5,330	46·97	9·20	1888 North-Western Provinces and Oudh.
24	...	24	1,497	63	1,560	850	74	924	2,398	58	2,456	488	3,200	21	3,221				7,673	34·47	3·02	1889 North-Western Provinces and Oudh.
89	1	90	1,661	211	2,872	1,146	56	1,202	891	7	898	306	10,743	396	11,139				16,507	137·91	1·98	1888 Punjab.
89	...	89	1,642	251	3,893	1,061	107	1,168	717	6	723	318	*13,957	*267	*14,224				20,415	167·33	1·64	1889 Punjab.
23	3	26	288	26	314	348	32	380	243	13	256	136	1,535	54	1,589				2,701	68·50	5·63	1888 Central Provinces.
34	1	35	280	27	307	278	52	330	265	7	272	164	2,320	86	2,406				3,514	80·92	5·21	1889 Central Provinces.
13	...	13	667	...	667	1,473	7	1,480	3,290	1	3,291	452	3,089	4	3,093				12,938	154·89	3·62	1888 Lower Burma.
25	...	25	545	...	545	2,036	6	2,042	3,716	24	3,740	363	9,089	9	9,098				15,750	182·84	2·34	1889 Lower Burma.
42	...	42	40	1	41	44	1	45	10	...	10	112	1,370	47	1,417				1,667	127·36	7·65	1888 Assam.
38	...	38	27	...	27	15	...	15	2	...	2	111	1,325	33	1,358				1,551	112·77	8·10	1889 Assam.
...	...	...	1	...	1	19	...	19	7	...	7	6	39	...	39				72	84 45	9·09	1888 Coorg.
1	...	1	2	...	2	32	...	32	...	...	...	...	*24	...	*24				69	75·17	...	1889 Coorg.
3	...	3	9	...	9	4	...	4	114	1	115	9	172	3	175				315	33·38	3·61	1888 Hyderabad Assigned Districts.
4	...	4	6	...	6	1	1	2	110	3	113	93	179	1	180				328	31·77	7·77	1889 Hyderabad Assigned Districts.
350	5	355	6,958	327	7,285	6,048	249	6,297	9,394	99	9,493	1,891	49,911	1,094	51,005				75,333	103·82	3·64	1888 Total.
391	5	396	7,832	426	8,258	6,397	297	6,694	7,554	115	7,669	1,921	56,874	992	57,866				82,533	105·96	2·44	1889 Total.

* Inclusive of formal warnings.

No. 8.

STATEMENT SHOWING the EXPENDITURE in GUARDING and MAINTAINING the PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1888 and 1889 (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 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 . . . 1888	6,882·88	871·32	167·35	7,921·55	2,28,24.	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 Madras.
Madras . . . 1889	7,418·63	857·44	158·23	8,434·30	2,47,924	29 15 3	2,66,005	31 8 7	•	•	17,240	2 0 8	82 8 0	28,117	3 6 4	79,755	9 7 3	6,39,042	75 12 3	1889 Madras.
Bombay . . . 1888	6,145	695	...	6,840	1,89,75.	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 Bombay.
Bombay . . . 1889	6,959	739	...	7,698	2,27,50.	29 8 10	1,89,513	24 9 10	37,863	4 14 8	10,791	1 6 5	61 8 8	21,053	2 11 9	55,700	7 3 9	5,42,423	70 7 4	1889 Bombay.
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	1888 Bengal.
Bengal . . . 1889	13,591·25	1,379·86	54·49	15,025·60	3,89,300	26 0 6	4,51,449	30 0 8	•	•	56,825	3 12 6	81 11 4	70,098	4 10 11	1,47,911	9 13 6	11,15,583	74 3 11	1889 Bengal.
North-Western Provinces and Oudh. 1888	20,516·75	1,554·25	131·49	22,202·49	(a)4,07,85.	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	10,90,526	45 1 0	1888 North-Western Provinces and Oudh.
North-Western Provinces and Oudh. 1889	22,254	1,647·35	100·70	24,002·05	(a)4,35,960	18 3 10	3,61,658	15 1 1	1,14,898	4 12 7	21,507	0 14 4	28 7 5	56,719	2 5 11	39,161	1 10 1	10,29,903	42 14 6	1889 North-Western Provinces and Oudh.
Punjab . . . 1888	12,024	946	84	13,054	(a)3,15,670	24 5 4	(b)2,61,138	20 0 9	(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	(a)7,89,366	60 7 6	1888 Punjab.
Punjab . . . 1889 (b)	12,200	662	52	12,914	2,57,994	20 0 11	2,67,300	20 11 2	76,673	5 14 11	27,605	2 2 2	57 0 6	51,010	3 15 5	55,493	4 4 9	7,36,075	56 15 11	1889 Punjab.
Central Provinces . 1888	3,942·72	178·79	25·18	4,146·69	1,10,65.	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 Central Provinces.
Central Provinces . 1889	4,342·41	201·42	9·07	4,552·90	1,28,69.	28 5 2	84,978	18 10 7	10,509	2 4 11	7,061	1 8 9	56 8 8	23,840	5 3 11	26,384	5 12 9	2,81,471	61 13 1	1889 Central Provinces.
Lower Burma . . . 1888	8,353	382	20	8,755	2,94,87.	33 12 1	1,71,825	19 10 0	•	•	16,008	1 13 3	39 8 4	15,690	(c)1 14 0	77,533	8 13 8	5,75,926	65 12 6	1888 Lower Burma.
Lower Burma . . . 1889	8,614	373	13	9,000	3,32,85.	37 0 7	1,73,681	19 4 9	•	•	20,609	2 4 7	57 3 11	25,952	(c)3 0 2	75,024	8 5 4	6,28,117	69 12 7	1889 Lower Burma.
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 Assam.
Assam . . . 1889	1,375·31	93·91	3·22	1,472·44	49,018	33 5 9	22,797	15 7 8	26,729	18 2 5	3,151	2 2 2	32 6 7	7,081	4 13 1	8,069	5 7 8	1,16,845	79 5 8	1889 Assam.
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 Coorg.
Coorg . . . 1889	91·78	18·80	·96	111·54	4,545	41 1 7	2,417	21 10 8	1,722	15 7 0	49	0 7 0	9 10 11	358	3 3 9	866	7 12 2	9,957	89 4 3	1889 Coorg.
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 Hyderabad Assigned Districts.
Hyderabad Assigned Districts. 1889 (d)	1,032	39·33	3·60	1,074·93	28,319	26 6 11	22,463	20 14 4	7,441	6 14 9	919	0 13 8	60 2 3	3,094	2 14 2	4,048	3 12 3	66,284	61 10 7	1889 Hyderabad Assigned Districts.
Total . . . 1888	(e) 72,608·62	6,050·05	540·67	(g) 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	4,54,501	5 11 10	49,23,996	62 2 9	1888 Total.
Total . . . 1889	(f) 77,878·38	6,012·11	395·27	(h) 84,285·76	21,02,113	25 0 11	18,42,261	21 13 8	2,75,835	3 4 4	1,65,757	1 15 5	56 11 8	2,87,322	3 6 9	4,92,412	5 13 5	51,65,700	61 4 7	1889 Total.

* The Jails in Madras, Bengal and Burma are guarded by warder-guards.

(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) Exclusive of under-trial and civil debtors.

(d) For Central and District Jails only. The cost of sub-Jails is not shown in the report.

(e) This does not agree with the total of column 2, statement No. 7, page 16, owing to discrepancies in the figures for the Punjab and the Hyderabad Assigned Districts.

(f) This does not agree with the total of column 2, statement No. 7, page 16, owing to discrepancies in the figures for the North-Western Provinces and Oudh and the Hyderabad Assigned Districts.

(g) This does not agree with the total of column 8, statement No. 1 (page 3), owing to discrepancies in the figures for the Hyderabad Assigned Districts.

(h) This does not agree with the total of column 8, statement No. 1 (page 3), owing to discrepancies in the figures for the Punjab and the Hyderabad Assigned Districts.

No **9.**

STATEMENT SHOWING the NET COST of PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1888 and 1889.

1		2	3	4	5	6	7		
Name of Province.		Total cost of maintenance (column 9, Statement 8).	Average cost of maintenance per head (column 10, Statement 8).	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	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	Madras.
	1889	6,39,042 0 0	75 12 3	23,661 1 0	2 12 10	6,15,380 15 0	72 15 5	1889	
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	Bombay.
	1889	5,42,423 0 0	70 7 4	1,30,928 13 0	17 0 1	4,11,494 3 0	53 7 3	1889	
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	Bengal.
	1889	11,15,583 0 0	74 3 11	3,98,530 0 0	26 8 4	7,17,053 0 0	47 11 7	1889	
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	North-Western Provinces and Oudh.
	1889	10,29,903 0 0	42 14 6	1,63,692 9 0	6 13 1	8,66,210 7 0	36 1 5	1889	
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	Punjab.
	1889	7,36,075 0 0	56 15 11	1,10,221 0 0	8 8 6	6,25,854 0 0	48 7 5	1889	
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	Central Provinces.
	1889	2,81,471 0 0	61 13 1	46,466 3 0	10 3 3	2,35,004 13 0	51 9 10	1889	
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	Lower Burma.
	1889	6,28,117 0 0	69 12 7	1,40,890 0 0	15 10 5	4,87,227 0 0	54 2 2	1889	
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	Assam.
	1889	1,16,845 0 0	79 5 8	28,067 2 0	19 0 11	88,777 14 0	60 4 9	1889	
Coorg	1888	9,687 0 0	91 12 0	4,074 12 0	39 9 5	5,612 4 0	52 2 7	1888	Coorg.
	1889	9,957 0 0	89 4 3	4,601 6 0	41 3 11	5,355 10 0	48 0 4	1889	
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	Hyderabad Assigned Districts.
	1889	66,284 0 0	61 10 7	9,160 10 0	8 8 4	57,123 6 0	53 2 3	1889	
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	Total.
	1889	51,65,700 0 0	61 4 7	10,56,218 12 6	12 8 6	41,09,481 4 0	48 12 1	1889	

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 1888 and 1889.

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.	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
	1889	13,509	2,512	16,021	8,124·71	309·59	8,434·30	9,092	341	9,433	5,252	198	5,450	199·68	9·28	208·96	318	7	325
Bombay	1888	9,807	1,960	11,767	6,575	265	6,840	10,400	470	10,870	3,719	116	3,835	130·6	5·8	136·4	151	4	157
	1889	9,601	1,968	11,569	7,434	264	7,698	11,897	550	12,447	5,416	112	5,528	169·93	5·4	175·33	235	6	241
Bengal	1888	19,001	1,157	20,161	13,342·94	388·31	13,731·25	19,427	969	20,396	18,412	586	18,998	611·15	19·77	630·92	588	26	614
	1889	18,326	1,118	19,444	14,588 87	436 73	15,025·60	20,767	1,086	21,853	19,024	570	19,594	675	20·45	695·45	665	23	688
North-Western Provinces and Oudh.	1888	30,763	2,014	32,777	21,227·77	974·72	22,202·49	26,352	1,230	27,582	16,632	814	17,446	627 61	25 18	652·79	595	34	629
	1889	30,721	2,039	32,760	22,917 57	1,084·48	24,002·05	28,543	1,457	30,000	17,950	918	18,868	716·25	39 3	755·57	635	38	673
Punjab	1888	14,273	860	15,133	12,379	323	12,702	15,880	39	15,273	15,863	743	16,606	339	13	352	386	4	390
	1889	12,617	774	13,391	12,557	357	12,914	15,334	431	15,765	20·796	929	21,725	466	18	484	371	7	378
Central Provinces	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	7·7	117·59	164	7	171
	1889	4,685	485	5,170	4,267·37	285·5	4,552·90	5,383	434	5,819	4,089	218	4,307	117 93	6 94	124·87	216	19	235
Lower Burma	1888	9,021	225	9,246	8,655	100	8,755	10,45	116	10,574	9,49	85	9,575	402	3	405	389	4	393
	1889	8,996	237	9,233	8,901	99	9,000	10,344	112	10,456	8,331	93	8,424	356	4	360	367	3	370
Assam	1888	2,557	179	2,736	1,594·15	35·8	1,629·96	2,597	134	2,731	2,8	52	2,804	89·41	1·34	90·75	44	...	44
	1889	2,581	177	2,758	1,542·41	35·14	1,577·55	2,670	141	2,811	3,016	103	3,119	94·09	3·12	97·21	68	4	72
Coorg	1888	113	11	124	92·49	3 8	96·30	109	6	115	155	10	165	4·52	·42	5·01	4	...	4
	1889	113	11	124	96·71	3 87	100 58	114	5	119	173	4	177	4·87	·19	5·06	3	...	3
Hyderabad Assigned Districts.	1888	1,272	100	1,372	985·28	31·74	1,017·02	1,308	48	1,356	756	18	774	15·43	·63	15·95	13	...	13
	1889	1,294	107	1,401	1,049·77	25·16	1,074·93	1,211	35	1,246	650	17	676	14·66	·62	15·28	21	1	22
Total	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
	1889	102,443	9,428	111,871	81,479 41	2,900·50	84,379·91	105,357	4,592	109,949	84,706	3,162	87,868	2,814·43	107·32	2,921·73	2,899	108	3,007

* This does not agree with the total of column 8, statement No. 1, page 3, owing to discrepancies in the figures shown in the Reports for the Punjab, Assam, Coorg and the Hyderabad Assigned Districts.

This does not agree with the total of column 8, statement No. 1, page 3, owing to discrepancies in the figures shown in the Reports for the Punjab, Assam, Coorg and the Hyderabad Assigned Districts.

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.	
14	...	14	58	1	59	12	...	12	676·53	784·67	680·42	24·43	27·57	24·54	1·57	...	1·51	24·3	17·51	23·99	25·80	17·51	25·50	1888 Madras.
7	...	7	89	2	91	110	...	110	646·42	639·55	646·17	24·57	20·97	24·77	13·53	...	13·04	25 60	22·61	25·49	39·13	22·61	38·53	1889 Madras.
13	...	13	31	1	32	24	...	24	565·62	477·73	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.
21	...	21	57	2	59	3·	...	33	728·54	434·24	7 8·10	22 93	20·45	22·77	4·43	...	4·28	27·18	22·72	27·02	31·61	22·72	31·30	1889 Bombay.
65	...	65	198	11	209	124	8	132	1,370·90	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	44·71	1888 Bengal.
60	...	60	241	11	252	127	5	132	1,304·00	1,305·15	1,304·04	46·26	46·82	46·28	8·70	11·44	8·78	35·88	41·22	37·00	45·56	52·66	45·78	1889 Bengal.
35	4	39	176	13	189	24	1	25	783·56	835·11	785·76	29·51	36·09	29 85	1·13	1·03	1·12	26·89	33·85	27·20	28·02	34 88	28·32	1888 N.-W. P. and Oudh.
38	...	38	205	18	223	42	2	44	783·24	845·48	786·09	31·25	36·25	31·47	1·83	1 84	1·83	25 87	33·19	26·20	27·70	35·03	28 03	1889 N.-W. P. and Oudh.
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 65	31·18	12·38	30·70	1888 Punjab.
31	2	33	50	2	52	3	...	3	1,656·12	2,602·24	1,684·28	37·11	50·43	37·47	0·23	...	0·23	29·31	19 60	29·04	29·54	19·60	29 27	1889 Punjab.
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.
16	...	16	61	5	67	6·	5	69	958·20	763·49	945·99	27 63	24·30	27·43	14·06	31·52	15·15	36·55	35·52	36·46	50 61	66·54	51·61	1889 Central Provinces.
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	32·8.	40·00	32·89	44·94	40·00	44·88	1888 Lower Burma.
34	...	34	89	1	90	87	2	89	935·96	939·39	936·00	39·99	40·40	40·00	9·77	20·20	9·83	31·46	10·10	31·23	41·23	30·30	41·11	1889 Lower Burma.
3	...	3	14	...	14	6	...	6	1,763·94	1,454·10	1,757·09	56·08	37·41	55·67	3·76	...	3·58	23·83	...	23·31	27·59	...	26·99	1888 Assam.
2	1	3	34	3	37	9	...	9	1,055·38	2,931·53	1,077·81	61·06	88·78	61·62	5·83	...	5·70	38·25	113·83	39·94	44·08	113 83	45·64	1889 Assam.
1	...	1	2	...	2	...	...	...	1,675·85	2,624 67	1,713·39	40·61	110·25	52·02	...	...	...	43·24	...	41·53	43·24	...	41·53	1888 Coorg.
...	...	...	2	...	2	...	...	...	1,788·85	1,033 59	1,759·79	50·35	49·09	50·30	...	...	...	31·02	...	29·82	31·02	...	29·8	1889 Coorg.
3	...	3	2	...	2	...	...	...	767·39	567·10	761·04	15 66	16·69	15·69	...	...	...	13·19	...	12·78	13·19	...	12·78	1888 Hyderabad Assigned Districts.
2	...	2	5	...	5	...	...	...	627·75	675 67	628·87	13·96	24·64	14·21	....	...	...	20·00	39·74	20·46	20·00	39·74	20·46	1889 Hyderabad Assigned Districts.
207	4	211	743	34	777	358	10	368	1,001·92	1,062·41	1,003·56	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.
211	3	214	834	44	878	471	18	489	1,039·60	1,090·15	1,041·33	34·54	37·00	34·62	5·78	6·20	5·79	29·79	31·03	29·84	35·57	37·23	35·63	1889 Total.

No.

STATEMENT SHOWING the CONDITION of the PRISONERS DISCHARGED

1		2	3	4				
Name of Province.		Number discharged during the year.	Number who had neither lost nor gained weight in jail.	Number who had gained weight.				
				A.	B.	C.	D.	Total.
				Up to 1 lb.	From 1 to 5 lbs.	From 5 to 10 lbs.	Over 10 lbs.	
Madras	1888 ...	10,530	1,517	1,386	3,004	1,197	444	6,031
	1889 ...	12,293	2,001	1,510	3,506	1,492	689	7,197
Bombay	1888 ...	13,817	2,740	1,391	3,429	1,655	823	7,298
	1889 ...	16,921	2,847	1,590	4,353	2,120	1,070	9,133
Bengal	1888 ...	(a) 34,872	9,683	5,198	8,034	3,388	1,331	17,951
	1889 ...	* 36,223	9,821	4,798	9,021	3,792	1,627	19,238
North-Western Provinces and Oudh	1888 ...	(b) 46,362	8,218	6,620	10,195	4,652	2,303	23,770
	1889 ...	48,727	8,928	6,768	* 10,979	5,211	2,257	25,215
Punjab	1888 ...	(c) 19,558	5,288	2,374	4,945	1,665	694	9,678
	1889 ...	20,051	5,406	2,571	5,006	1,796	749	10,122
Central Provinces	1888 ...	9,623	3,040	797	1,928	1,322	1,208	5,255
	1889 ...	10,017	3,169	681	2,147	1,482	1,383	5,693
Lower Burma	1888 ...	11,628	2,366	1,146	2,540	1,365	926	5,977
	1889 ...	11,263	2,406	1,151	2,459	1,564	899	6,073
Assam	1888 ...	2,921	548	631	616	195	101	1,543
	1889 ...	2,887	637	550	611	174	87	1,422
Coorg	1888 ...	208	36	70	23	31	5	129
	1889 ...	189	29	30	67	27	6	130
Hyderabad Assigned Districts	1888 ...	(d) 2,271	331	258	697	415	211	1,581
	1889 ...	1,817	307	194	538	301	142	1,175
Total	1888 ...	(e) 151,790	33,767	19,871	35,411	15,875	8,046	79,213
	1889 ...	* 160,388	35,551	19,843	38,687	17,959	8,909	85,398

(a) Exclusive of the weighment of 234 prisoners for whom details are not available.
(b) Ditto ditto 442 ditto ditto.
(c) Ditto ditto 80 ditto ditto.
(d) Ditto ditto 10 ditto ditto.
(e) Ditto ditto 766 ditto ditto.
* Ditto ditto 304 ditto ditto.

11.

from the JAILS of BRITISH INDIA during the YEARS 1888 and 1889.

5				6		
Number who had lost weight.						
A.	B.	C.	D.	Total.		Name of Province.
Up to 1 lb.	From 1 to 5 lbs.	From 5 to 10 lbs.	Over 10 lbs.			
715	1,450	603	214	2,982	1888	Madras.
767	1,579	573	176	3,095	1889	
955	2,017	579	228	3,779	1888	Bombay.
1,124	2,477	924	416	4,941	1889	
2,786	3,236	935	281	7,238	1888	Bengal.
2,656	3,282	910	316	7,164	1889	
5,217	6,285	2,192	680	14,374	1888	North-Western Provinces and Oudh.
4,925	6,800	2,145	714	14,584	1889	
1,186	2,461	714	291	4,652	1888	Punjab.
1,445	2,130	661	267	4,503	1889	
327	672	233	96	1,328	1888	Central Provinces.
320	555	188	92	1,155	1889	
710	1,554	656	365	3,285	1888	Lower Burma.
613	1,247	601	323	2,784	1889	
279	360	136	55	830	1888	Assam.
300	377	104	47	828	1889	
15	21	7	...	43	1888	Coorg.
13	9	7	1	30	1889	
97	180	69	13	359	1888	Hyderabad Assigned Districts.
88	164	65	18	335	1889	
12,287	18,176	6,124	2,223	38,810	1888	Total.
12,251	18,840	6,178	2,370	39,439	1889	

No. 12.

STATEMENT SHOWING the WORKING of the MARK SYSTEM in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1888 and 1889.

1		2	3									4								
			NUMBER OF CONVICTS RELEASED DURING THE YEAR WHO GAINED REMISSION UNDER THE MARK SYSTEM.									MAXIMUM REMISSION IN DAYS GAINED BY ANY CONVICT RELEASED DURING THE YEAR.								
			SENTENCED TO									SENTENCED TO								
NAME OF PROVINCE.		Number released during the year who came under the mark system, but failed to gain remission.	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.
Madras	1888	5	241	140	119	104	34	39	2	1	17	9	68	97	165	239	262	354	171	310	355	912
	1889	1	210	127	122	130	50	47	2	...	16	5	73	104	231	273	381	514	205	...	333	925
Bombay	1888	4	251	198	46	62	13	51	6	5	19	6	81	123	145	185	169	268	216	209	223	687
	1889	8	292	157	59	67	15	36	5	...	28	11	70	120	137	264	209	262	149	...	255	287
Bengal	1888	5	608	311	118	141	49	56	16	7	36	10	87	127	146	284	187	325	320	288	426	396
	1889	5	795	314	141	144	37	96	14	2	24	8	96	145	184	238	233	319	368	166	446	450
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
	1889	...	1,689	492	177	246	114	116	15	8	61	25	86	122	152	206	239	264	287	188	353	1,109
Punjab	1888	...	667	326	90	86	41	44	22	10	13	5	107	124	50	223	208	400	290	329	220	327
	1889	...	1,335	367	97	95	29	43	9	8	11	7	98	182	241	246	335	331	282	399	393	473
Central Provinces.	1888	...	151	63	18	30	14	14	7	6	7	...	94	189	229	304	328	423	418	560	626	...
	1889	...	(a) 186	84	35	40	11	30	4	2	7	5	113	249	392	356	437	509	338	384	504	600
Lower Burma	1888	...	637	289	90	86	24	22	5	1	13	10	137	170	206	266	345	351	256	215	640	2,097
	1889	1	718	282	76	17	10	28	3	...	5	12	141	188	220	241	320	546	527	...	492	2,200
Assam	1888	1	84	44	13	13	3	14	1	2	1	...	93	181	201	215	197	295	255	229	237	...
	1889	1	99	35	13	8	3	16	2	2	3	...	94	116	173	158	227	337	287	337	448	...
Coorg	1888	...	1	2	1	...	...	1	...	...	...	...	55	68	85	...	...	153	...	...	...	...
	1889	...	4	1	3	...	2	...	...	...	...	...	63	60	158	...	175	...	...	...	...	...
Hyderabad Assigned Districts.	1888	...	77	47	5	6	2	5	...	1	2	...	115	148	95	186	98	154	...	257	185	...
	1889	...	44	33	3	19	1	4	2	...	...	1	111	157	143	270	208	284	54	...	...	297
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
	1889	16	5,372	1,892	726	766	272	416	56	22	155	74	141	249	392	356	437	546	527	399	504	2,200

(a) Exclusive of 6 short-term prisoners released from the Nimar Jail.

5											6	7	8
AVERAGE REMISSION GAINED BY THE CONVICTS ENTERED IN COLUMN 3.													
SENTENCED TO													
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.		Maximum gratuity earned by any convict released during the year.	Average gratuity gained by the convicts entered in column 3.	NAME OF PROVINCE.
											Rs. A. P.	Rs. A. P.	
38	65	96	107	128	149	97	310	165	429	1888	20 0 0	2 4 7	Madras.
48	61	97	122	144	199	104	...	198	376	1889	9 14 5	1 3 8	
36	55	83	104	97	131	145	170	146	377	1888	...	...	Bombay.
37	54	75	122	121	138	131	...	125	218	1889	...	...	
56	58	106	130	135	220	167	153	259	189	1888	...	...	Bengal.
53	68	96	144	142	221	219	119	199	199	1889	...	...	
47	68	93	111	118	135	165	198	211	299	1888	20 0 0	1 14 2	North-Western Provinces and Oudh.
50	70	99	129	132	156	175	173	206	493	1889	14 0 0	2 4 5	
47	69	88	105	112	149	194	211	159	183	1888	62 14 0	3 6 0	Punjab.
51	75	104	106	140	164	174	213	205	303	1889	28 5 0	2 2 0	
55	87	125	147	115	262	215	227	399	...	1888	48 0 0	0 13 9	Central Provinces.
51	91	162	193	226	247	227	250	322	294	1889	28 12 4	1 13 9	
71	103	121	173	192	218	189	215	380	1,061	1888	...	...	Lower Burma.
75	102	152	143	233	269	290	...	267	820	1889	...	...	
49	80	104	135	164	228	255	217	237	...	1888	1 2 7	...	Assam.
53	72	109	119	156	239	194	312	355	...	1889	...	...	
55	58	85	...	...	153	...	...	...	...	1888	2 2 3	0 13 10	Coorg.
60	60	133	...	147	...	...	...	...	...	1889	1 10 9	0 13 2	
47	72	73	116	84	116	...	257	184	...	1888	...	...	Hyderabad Assigned Districts.
49	104	127	189	192	249	53	...	...	297	1889	...	...	
50	71	97	125	127	176	178	217	237	423	1888	62 14 0	1 13 8	TOTAL.
52	75	115	140	163	209	185	213	234	376	1889	28 12 4	1 10 7	

No. 13.

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1885 to 1889.

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	1885	29,500	4,241	271	0·91	6·39	Madras.
	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	
	1889	38,603	3,258	80	0·20	2·45	
Bombay	1885	22,224	2,827	61	0·27	2·15	Bombay.
	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	
	1889	25,886	4,649	105	0·40	2·25	
Bengal	1885	60,140	47,477	347	0·57	0·73	Bengal.
	1886	59,387	39,567	396	0·66	1·00	
	1887	57,615	35,230	266	0·46	0·75	
	1888	60,942	28,427	245	0·40	0·86	
	1889	63,878	24,483	272	0·42	1·11	
North-Western Provinces and Oudh.	1885	56,132	6,348	1,000	1·78	15·75	North-Western Provinces and Oudh.
	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	
	1889	68,118	7,433	488	0·71	6·56	
Punjab	1885	31,057	6,449*	417	1·34	6·46	Punjab.
	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	
	1889	36,318	19,695*	318	0·87	1·61	
Central Provinces	1885	9,399	2,289	300	3·19	13·10	Central Provinces.
	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	
	1889	12,494	3,307	164	1·31	4·95	
Lower Burma	1885	21,263	6,725	488	2·29	7·2	Lower Burma.
	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	452	1·93	3·50	
	1889	22,441	15,686	360	1·60	2·29	

* Inclusive of "penal warrants."
† Exclusive of "penal warrants."

No. 13—*contd.*

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1885 to 1889—contd.

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	1885	5,479	803	169	3·08	21·04	Assam.
	1886	5,675	755	183	3·22	24·23	
	1887	6,066	1,492	106	1·74	7·10	
	1888	5,750	1,576	112	1·94	7·10	
	1889	5,896	1,480	111	1·88	7·50	
Coorg	1885	338	57	8	2·36	14·03	Coorg.
	1886	357	47	9	2·52	19·14	
	1887	336	58	3	0·89	5·17	
	1888	302	72	6	1·94	8·33	
	1889	304	68*	...	...	...	
Hyderabad Assigned Districts.	1885	2,904	326	14	0·48	4·29	Hyderabad Assigned Districts.
	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	
	1889	2,701	319	23	0·85	7·21	
TOTAL	1885	238,436	77,542	3,075	1·28	3·96	TOTAL.
	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	
	1889	276,639	80,378	1,921	0·69	2·38	

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 1888 and 1889.

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	1888	11,183	9,281	1,214	688	6,482·16	639·20	1,594	1,281	220	93	1,035	441	118	1888 Madras.
	1889	12,015	10,040	1,240	735	6,972·71	637·36	1,527	1,263	183	81	1,033	395	99	1889
Bombay	1888	15,275	13,452	1,309	514	6,145	139	34	28	6	...	5	24	5	1888 Bombay.
	1889	17,111	15,136	1,450	525	6,959	105	46	43	2	1	13	31	2	1889
Bengal	1888	30,005	26,855	3,164	976	12,378·41	...	...	...	...	...	...	...	...	1888 Bengal.
	1889	33,542	29,194	3,181	1,167	13,591·25	...	...	...	...	...	...	...	...	1889
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 North-Western Provinces and Oudh.
	1889	42,068	40,122	1,495	451	22,254	830·09	978	828	119	31	431	447	100	1889
Punjab	1888	21,197	20,921	136	140	11,969	1,150	1,263	1,049	129	85	227	724	312	1888 Punjab.
	1889	20,195	19,916	178	101	12,200	1,007	1,514	1,205	183	126	214	871	429	1889
Central Provinces	1888	7,513	7,095	236	182	3,942·72	16·93	26	26	...	...	10	15	1	1888 Central Provinces.
	1889	8,021	7,556	235	230	4,342·41	17·42	19	18	...	1	9	8	2	1889
Lower Burma	1888	12,057	5,348	5,520	1,189	8,353	652	747	256	441	50	137	501	109	1888 Lower Burma.
	1889	11,166	5,419	4,912	835	8,614	668	594	239	330	25	60	400	134	1889
Assam	1888	3,563	3,192	293	78	1,308·86	...	...	...	...	...	...	...	...	1888 Assam.
	1889	3,758	3,422	268	68	1,375·31	...	...	...	...	...	...	...	...	1889
Coorg	1888	234	168	43	23	85·25	73·75	188	158	23	7	36	109	43	1888 Coorg.
	1889	224	156	50	18	91·78	80·74	159	130	24	5	31	111	17	1889
Hyderabad Assigned Districts	1888	2,071	1,917	105	49	972·81	93·03	86	77	8	1	13	43	30	1888 Hyderabad Assigned Districts.
	1889	1,537	1,403	90	44	1,032·41	93·94	79	68	6	5	7	43	29	1889
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 Total.
	1889	†149,637	132,364	13,099	4,174	77,432·87	3,439·55	4,916	3,794	847	275	1,798	2,306	812	1889

* This does not agree with the total of column 3, statement No. 2 (page 4), owing to discrepancies in the figures for Madras, Assam and Coorg.
† This does not agree with the total of column 3, statement No. 2 (page 4), owing to discrepancies in the figures for Madras, Assam, Coorg and the Hyderabad Assigned Districts.

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 13th, 1890.

It will be remembered that last week the principal feature in the weather was the large area of relatively low pressure which prevailed over the Bay area and which was accompanied with a feeble but well marked cyclonic circulation of the winds over the eastern half of India. This distribution of pressure and this cyclonic circulation of the winds are the normal characteristics of this season of the year, and it is within this low pressure area that the severe cyclonic storms which are comparatively so frequent in October are generated. During last week the Coast observations gave no indication of a development of this character over the Bay, but towards the close of the week under review this anticipated development occurred suddenly, and from the 11th until the close of the week the principal feature of the weather was a well marked though not very severe cyclonic storm which appeared over the west of the Bay in the latitude of Masulipatam and advanced northward up the Bay. This storm was accompanied with an abnormal depression of the barometer of about 0·2″ and gave very squally and unsettled weather to the northern half of the Bay and heavy rain to several of the Coast stations. On the West Coast of the Peninsula, though there were no direct evidences of unsettled weather, the winds were on some days and on some parts of the Coast from abnormal southerly directions and pointed to the possible existence out at sea of an area of unsettled weather.

The chart of the 7th of October showed practically the same distribution as that which existed at the close of the previous week. Pressure was high in Assam, the south of the Bay and along the West Coast, and was low over the centre of the Bay and in North-West India. The winds were feebly cyclonic over the eastern half of India, and very variable over the west of the Peninsula, while all over Northern India calms predominated. Rain was reported from Lower Burma and from the east of the Peninsula south of Rajahmundry. On the 8th there was no change of importance, except that rain was more diffused and was reported from the greater number of the Bombay stations as well as from the east of the Peninsula and Burma. On the 9th similar conditions of pressure and wind prevailed, but there had been a further extension of rainfall which was reported from the greater part of the Peninsula, Berar and the head of the Bay. On the 10th the low pressure area over the Bay had apparently advanced southward, but otherwise there was little change. Rain was reported from both Coasts and from the south of the Peninsula, but the amounts were not large. The chart of the 11th showed that a sudden and considerable development had occurred within the low pressure area over the Bay, and that a cyclonic storm of considerable intensity had appeared over the west of the Bay near Masulipatam. The winds had increased considerably in strength and over a large part of India were governed by the storm and circulated cyclonically around it. Heavyish rain was falling on the Circars Coast, but the fall appeared to be concentrated into that district as, in other parts of India, the amount and extent of the rainfall had alike decreased. By the 12th the cyclonic storm had advanced northward as far as Vizagapatam and was apparently less intense than on the preceding day. The wind circulation was unchanged. Rain had advanced northward with the advance of the storm. Heavy falls were reported from Vizagapatam to Saugor Island, general moderate rain from Burma and showers from Lower Bengal and from a few other districts. By the morning of the 13th the storm had reached Gopalpore. The intensity of the disturbance was unchanged, and it still exercised a dominant influence over the wind over a large part of India. Heavy rain now prevailed over the north of the Bay and Lower Bengal, and the weather was becoming cloudy in the North-West Provinces. As the storm advanced northward, unsettled weather spread northward also, and at the close of the week the sky was densely overcast throughout Bengal.

Temperature.—The warm period which commenced over India about the middle of last week continued fairly steadily throughout the week under review, the mean of the whole of India for each day exceeding the normal average, the excess varying from 6° on the 12th to 3° on the 7th and 13th. The warmest part of the country was North-Western India, the North-West Provinces, the Punjab, Guzerat, Central India, Sind and Rajputana, all reporting an excessive temperature on each day of the week. The coolest regions were Madras and Burma, which Provinces had only one day each, with a mean temperature exceeding the normal.

The following table shows the variations in the mean temperature according to Provinces for the present and for the past week :

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	+ 1·4°	— 1·2°
Bengal	— 0·6°	— 0·2°
North-West Provinces	— 1·0°	+ 1·3°
Punjab	+ 1·2°	+ 1·7°
Bombay	+ 0·6°	+ 0·2°
Central Provinces	— 0·5°	+ 0·6°
Guzerat and Central India	+ 0·1°	+ 1·3°
Sind and Rajputana	+ 1·3°	+ 1·6°
Madras	— 0·1°	— 0·7°

This table shows small and irregular variations of temperature compared with last week.

Rain.—The daily distribution of rainfall has been given in the earlier part of this summary. It will be remembered that heavy rain was mainly confined to Burma and the eastern half of India, but that fairly general showers fell over the Peninsula and a few showers over Central and North-Western India. The table at the close shows that seven of the rainfall divisions had no rain throughout the week, and that all over the country from Behar north-westward and westward as far as the Indus the average rainfall of each division was less than 0·1 inch. The heaviest average rainfall was 4¾ inches in Lower Burma; this was followed by 3¾ inches in the Circars, 2¾ inches in Arakan and Orissa and by about 2½ inches in Tenasserim, Central Burma and East Bengal. In normal years the heaviest fall during this week is in Malabar and the next heaviest in Arakan. The large amount of rain then in the present week around the head of the Bay and in Lower Bengal is exceptional, as also is the short fall on the South-West Coast of the Peninsula.

The third column of the concluding table shows that at thirty-four of the rainfall divisions the average fall of the week was deficient and that at fourteen it was in excess of the normal. The greatest actual excess was in Lower Burma, but this was followed closely by the excess over the Circars. In the other divisions, where the rainfall was heavier than usual, the excess was insignificant. The greatest deficiency was in the south of the Peninsula, where Malabar, Madras (South Central and South) had about 1½ inches less rain than usual.

The final column of the table shows that in the following divisions the rainfall of the whole season is in defect by more than 10% of the normal fall of the season:—Tenasserim, 21%; Arakan, 11%; Punjab (South), 15%; Punjab (West), 11%; Malabar, 25%; Coorg, 25%; Mysore, 37%; Khandeish, 23%; Guzerat, 11%; Kattiawar, 40%; East Coast (Central), 23%; and Madras (South), 19%.

The following are the records of large falls in the different Provinces:

Burma—Pegu	Kyouktan	10½	inches.
Tharrawaddy	Sudder	5½	,,
Bengal—Noakhally	Sudder	5	,,
Backergunge	Patuakhali	5½	,,
Midnapur	Contai	4¾	,,
Orissa—Puri	Sudder	8¾	,,
Balasore	Sudder	5	,,
Malabar—Travancore	Cottayam	5¾	,,
Mysore—Hassan	Sudder	4⅛	,,
Deccan—Dharwar	Mergund	4¾	,,
Khandeish—Nasik	Dindori	4⅛	,,
Central India—Bhopal		5⅓	,,
Circars—Ganjam	Sompet	10½	,,
Vizagapatam	Bamlipatam	10	,,
Godavery	Coringa	12	,,

PROVINCE.	DIVISION.	Rainfall Data for week ending October 13th, 1890.			Rainfall Data from May 27th to October 13th, 1890.		
		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 27th to October 13th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	2·37	2·66	−0·29	130·05	166·30	− 21
	Lower Burma	4·83	2·14	+2·69	83·63	84·50	− 1
	Central Burma	2·42	1·80	+0·50	60·64	67·28	− 10
	Upper Burma	1·27	?	?	22·02	?	?
	Arakan	2·88	2·67	+0·21	148·04	166·49	− 11
Bengal and Assam	Eastern Bengal	2·36	1·76	+0·60	69·61	75·71	− 8
	Assam (Surma)	1·05	1·90	−0·85	114·17	85·11	+ 34
	Do. (Brahmaputra)	0·78	1·16	−0·38	60·10	62·73	+ 5
	Deltaic Bengal	1·18	1·51	−0·33	43·95	48·03	− 8
	Central Bengal	1·04	1·38	−0·34	54·53	47·84	+ 14
	North Bengal	0·21	0·79	−0·58	105·44	87·37	+ 24
	Orissa	2·78	1·88	+0·90	56·13	47·49	+ 18
	Chota Nagpur	1·02	1·02	0	45·81	46·78	− 2
	Behar (South)	0·66	0·59	+0·53	48·10	38·82	+ 24
	Do. (North)	0·07	0·70	−0·63	59·04	44·82	+ 32
North-Western Provinces and Oudh.	North Western Provinces (East)	0·02	0·51	−0·49	46·22	35·08	+ 32
	Oudh (South)	0·06	0·33	−0·27	44·30	34·05	+ 30
	Do. (North)	0·08	0·42	−0·34	54·02	36·19	+ 52
	North-Western Provinces (Central).	0·02	0·24	−0·22	32·51	28·74	+ 13
	North-Western Provinces (West).	0	0·14	−0·14	34·43	27·34	+ 26
	North-Western Provinces (Submontane).	0·07	0·36	−0·29	52·29	39·40	+ 33
Punjab	Punjab (South)	0	0·14	−0·14	10·36	12·24	− 15
	Do. (Central)	0	0·18	−0·18	23·11	21·23	+ 9
	Do. (Submontane)	0·01	0·08	−0·07	22·80	24·48	− 6
	Do. (Hill Districts)	0	0·50	−0·50	73·25	75·83	− 3
	Do. (North-West)	0·01	0·15	−0·14	21·37	18·14	+ 18
	Do. (West)	0	0·04	−0·04	5·52	6·20	− 11
Bombay and Malabar Coast Districts (Madras).	Malabar	1·45	2·79	−1·34	71·27	95·15	− 25
	Madras (South Central)	0·37	1·88	−1·51	22·04	17·28	+ 31
	Coorg	1·46	2·45	−0·99	70·04	94·15	− 25
	Mysore	1·16	1·99	−0·83	13·25	20·99	− 37
	Konkan	1·38	0·65	+0·73	129·24	100·48	+ 29
	Bombay Deccan	1·07	0·89	+0·18	28·27	30·66	− 8
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·93	0·75	+0·18	19·75	25·77	− 23
Central Provinces and Berar.	Berar	0·36	0·19	+0·17	36·02	35·23	+ 2
	Central Provinces (West)	0·17	0·18	−0·01	36·34	41·48	− 12
	Ditto (Central)	0·16	0·18	−0·02	54·22	48·65	+ 12
	Ditto (East)	0·32	0·26	+0·06	47·27	48·05	− 2
Bombay (North)	Guzerat	0·06	0·15	−0·09	34·22	38·64	− 11
	Kattiawar	0·12	0·09	+0·03	15·84	26·51	− 40
	Sind	0	0	0	5·71	4·33	+ 32
Rajputana and Central India.	Central India (East)	0·30	0·20	+0·10	35·01	35·14	0
	Rajputana (East), Central India (West).	0·05	0·09	−0·04	24·78	26·35	− 6
	Rajputana (West)	0	0·05	−0·05	13·77	12·70	+ 8
Madras	East Coast (North)	3·86	1·79	+2·07	30·13	26·09	+ 15
	Ditto (a)	2·15	1·07	+1·08	58·70	55·15	+ 6
	Hyderabad (South)	0	0·84	−0·84	27·24	21·79	+ 25
	Madras (Central)	0·60	1·00	0·40	17·25	18·44	− 6
	East Coast (Central)	1·28	1·00	−0·32	15·32	19·99	− 23
	Ditto (South)	0·78	1·48	−0·70	20·14	16·75	+ 20
	Madras (South)	0·30	1·73	−1·43	8·06	10·64	− 19

SIMLA, *16th October, 1890.*

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 11th October.*—Rainfall general; slight in seven districts; good elsewhere. Standing crops generally good, but suffering from want of rain or water in parts of six districts. Oilseeds blighted in parts of two districts and affected by insects in parts of Bellary. Paddy suffering from disease in parts of Godavari and slightly damaged by a species of locusts in Vriddhachalam town, South Arcot district. Outturn of grains generally middling to average. Prices of *cumbu* slightly rising and other grains falling. Prospects fair.

Bombay.—*For week ending 15th October.*—Rain moderate and beneficial to crops and fodder throughout the Deccan and Karnatic; slight in other parts; more rain required in parts of eight districts. Standing crops generally flourishing, except where damaged by locusts or other causes in parts of Sind.

Bengal.—*For week ending 14th October.*—Unsettled weather with general rain has been prevalent over the whole Province since the 13th instant. In Orissa and a part of South-West Bengal the rainfall has been heavy. General agricultural prospects are favourable. Winter rice is in good condition, except in the flooded tracts of Central and Northern Bengal. Sugarcane and other standing crops also promise well. Cultivation of the *rabi* and poppy lands is advancing, and in some districts sowing of pulses and mustard has begun. A tornado passed over a limited area of the Rajshahye and Rungpore districts causing destruction to crops and homes on its track. Loans and charitable relief are still being given to the destitute sufferers from the late floods in Central Bengal. Prices of rice and other food-grains remain almost stationary throughout the Province.

North-Western Provinces and Oudh.—*For week ending 15th October.*—The weather has been generally clear, with light rain in a few districts. Harvesting of *kharif* and rice continues, and prospects are fair. *Rabi* sowings in progress. Locusts appeared in six districts and are causing slight damage to crops. Markets are fairly full and prices generally steady.

Punjab.—*For week ending 15th October.*—Slight rain has fallen in parts of Hissar and Rawalpindi. Prices rising in Shahpur; falling in Rawalpindi; stationary elsewhere. Harvesting of *kharif* crops continue. Ploughings and sowings for *rabi* in progress. Rain much wanted in three districts. Prospects of crops are fair. Locusts appeared in three tahsils of Dera Ismail Khan and caused some damage to crops. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 15th October.*—Weather clear and favourable to standing crops. Rice and a few minor crops are being cut. Sowings of winter crops are in progress in Nagpur and Chhattisgarh and have commenced in the northern districts. A flight of locusts passed over the Saugor and Balaghat districts without causing damage.

Burma.—*For week ending 11th October.*—In Lower Burma the rainfall was considerable, except in Bassein, where it was light. The rice crop promises well. In Upper Burma the rainfall was heavy in four districts, moderate in eight and slight elsewhere. The want of rain is much felt in Mandalay, Shwebo, Myingan, Meiktila and Yamethin. The price of paddy has fallen in five districts and risen in Tharrawaddy.

Assam.—*For week ending 15th October.*—Weather seasonable. Sowing of mustard and pulses progressing. State and prospects of crops in general are good.

Mysore and Coorg.—*For week ending 15th October.*—Rainfall slight throughout the Mysore State. Crops good. Prospects generally favourable, but more rain needed in five districts. No material change in prices.

Rainfall moderate in Coorg during the week. Rain much needed for the rice crops.

Berar and Hyderabad.—*For week ending 15th October.*—Average rainfall slight in Berar. Weather warm and cloudy. Standing crops in good condition. Harvesting of *til, moong* and *urud* in progress. Sowing of *rabi* commenced; preparation of land for *rabi* almost completed. Fodder sufficient. Prices steady. Locusts appeared in the Province, but have passed on without causing damage.

Rainfall slight in Hyderabad. Weeding of *abi* crops still continues. Standing *kharif* crops thriving. Sufficient water in tanks. Prices stationary.

Central India.—*For week ending 15th October.*—Slight rain in parts of Central India. Prospects of standing crops and probable outturn generally fair, but the rainfall in Western Malwa has been insufficient. Condition of agricultural stock and pasturage fair.

Rajputana.—*For week ending 15th October.*—Good rain at Deoli; slight in Ajmere and two Agencies. Agricultural operations satisfactory, except in Ajmere. Condition of standing crops and agricultural stock generally good. Pasturage and fodder insufficient in Ajmere and four Agencies; sufficient elsewhere. Prices steady generally, but falling slightly in four Agencies.

Nepal.—*For week ending 9th October.*—Cold weather setting in; mornings foggy. Prospects of late rice crop good.

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

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

No. $\frac{1120}{126-7}$R.

Simla, the 13th October 1890.

Ordered, that the following be published for general information.

By order,

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

Extract from the Proceedings of the Government of India, Revenue and Agricultural Department, No. 345—55 C. I., dated 25th March 1890.

REVENUE.

Read Finance Commissioner's Note F. C.—30, and the following correspondence, regarding the duties and cost of Agricultural Departments:

Letter to the Government of Madras, No. 263—66-1 R., dated 3rd June 1887.
Letter from the Government of Madras, No. 63, dated 19th January 1888.
Letter to the Government of Madras, No. 699—32-2 R., dated 26th September 1888.
Letter from the Government of Madras, No. 79 A., dated 14th November 1888.
Letter to the Government of Bombay, No. 258—67-1 R., dated 1st June 1887.
Letter from the Government of Bombay, No. 7167, dated 27th October 1888.
Letter to the Government of Bombay, No. 91—28-2 R., dated 4th February 1889.
Letter from the Government of Bombay, No. 4101, dated 6th June 1889.
Letter to the Government of Bombay, No. 550 R., dated 3rd August 1889.
Letter from the Government of Bombay, No. 8914, dated 25th November 1889.
Letter to the Government of Bombay, No. 189 C., dated 30th January 1890.
Letter from the Government of Bengal, No. 2419—913 L. R., dated 1st December 1886.
Letter from the Government of Bengal, No. 2420—389 Agri., dated 1st December 1886.
Despatch to the Secretary of State, No. 3 (Revenue), dated 10th May 1887.
Letter to the Government of Bengal, No. 209—68-2 R., dated 6th May 1887.
Letter to the Government of Bengal, No. 219—68-3, dated 11th May 1887.
Despatch from the Secretary of State, No. 61 (Revenue), dated 18th August 1887.
Letter to the Government of Bengal, No. 523, dated 27th September 1887.
Despatch to the Secretary of State, No. 9 (Revenue), dated 18th October 1887.
Letter to the Government of the North-Western Provinces and Oudh, No. 210—69-1 R., dated 7th May 1887.
Letter from the Government of the North-Western Provinces and Oudh, No. 1440—I.-243 A., dated 3rd November 1887.

Letter to the Government of the Punjab, No. 315—93-1 R., dated 24th June 1887.
Letter from the Government of the Punjab, No. 140, dated 2nd December 1887.
Letter to the Chief Commissioner, Central Provinces, No. 192—63-1 R., dated 27th April 1887.
Letter from the Chief Commissioner, Central Provinces, No. 491 S., dated 14th May 1887.
Letter to the Chief Commissioner, Burma, No. 190—64-1 R., dated 26th April 1887.
Letter from the Chief Commissioner, Burma, No. 450—72 R., dated 16th March 1888.
Letter to the Chief Commissioner, Burma, No. 321—71-4 R., dated 4th May 1888.
Letter from the Chief Commissioner, Burma, No. 474—118 R., dated 18th May 1888.
Letter to the Chief Commissioner, Assam, No. 191—65-1 R., dated 26th April 1887.
Letter to the Chief Commissioner, Assam, No. 289—65-2 R., dated 9th June 1887.
Letter from the Chief Commissioner, Assam, No. 2359, dated 13th July 1887.
Chief Commissioner's Circular (Assam) No. 31, dated 28th June 1887.
Letter to the Chief Commissioner, Assam, No. 441—65-4 R., dated 18th August 1887.
Letter from the Chief Commissioner, Assam, No. 3532, dated 26th October 1887.
Letter to the Chief Commissioner, Assam, No. 45—9-1 R., dated 9th January 1888.
Letter to the Chief Commissioner, Assam, No. 148—9-3 R., dated 18th February 1888.
Letter from the Chief Commissioner, Assam, No. 466, dated 3rd February 1888.
Letter from the Chief Commissioner, Assam, No. 1571, dated 2nd June 1888.
Despatch to the Secretary of State, No. 3 (Revenue), dated 5th February 1889.
Despatch from the Secretary of State, No. 33 (Revenue), dated 21st March 1889.

Read again the following correspondence on the subject of Rules for Regulating the pay of Directors of Land Records and Agriculture :

Letter from the Chief Commissioner, Burma, No. 202—4 G., dated 9th April 1889.
Letter to the Chief Commissioner, Burma, No. 615—51-4 R., dated 22nd August 1889.
Despatch to the Secretary of State, No. 295 (Salaries and Establishments—Land Revenue), dated 17th September 1889.
Circular to Local Governments and Administrations (excepting the Government of Madras), No. 69—51-6 R., dated 12th October 1889.
Letter to the Government of Madras, No. 67 C.I., dated 27th December 1889.
Despatch from the Secretary of State, No. 105 (Revenue), dated 7th November 1889.
Circular to Local Governments and Administrations (excepting the Government of Madras), No. 165—170 C.I., dated 23rd January 1890.

Read also—

Resolution of the Government of India, No. 44 F., dated 9th June 1883, issuing instructions regarding the adoption of a Code for Famine Relief.
Resolution of the Government of India, No. 63—77 C. (Famine), dated 19th December 1889, regarding the examination and revision of the Provincial Famine Codes.

Read again—

Despatch to the Secretary of State, No. 197 (Financial), dated 21st July 1888.
Despatch from the Secretary of State, No. 104 (Revenue), dated 13th December 1888.
Despatch to the Secretary of State, No. 6 (Agriculture), dated 1st June 1889.

Despatch from the Secretary of State, No. 108 (Revenue), dated 7th November 1889.
Letter to the Government of Madras, No. 133 C., dated 8th January 1890.
Letter to the Government of Bengal, No. 214 C., dated 1st February 1890.
Letter to the Government of the North-Western Provinces and Oudh, No. 215 C., dated 1st February 1890.
Letter to the Chief Commissioner of the Central Provinces, No. 219 C., dated 1st February 1890.
Correspondence regarding the appointment of an Agricultural Chemist and the deputation of Dr. Voelcker to India.

RESOLUTION.

The Governor General in Council, in communicating for general information the correspondence connected with the Finance Commission's enquiries regarding expenditure on Departments of Land Records and Agriculture, desires to take the opportunity to review briefly the present position of the Departments and to draw renewed attention to the duties for which they are specially responsible.

2. In 1881 Her Majesty's Secretary of State, in pursuance of the recommendations of the Commission appointed to investigate the causes which lead to, and the measures necessary for the prevention of, famines in India, authorized the constitution in each Province of a special Department, the duties of which were to be classed under the three heads—

(1) Agricultural enquiry. | (2) Agricultural improvement.
(3) Famine relief.

3. The responsibilities and functions of the Departments involved under the third head are dealt with in the Famine Code which has been issued in each Province, and they will be determined in more precise detail when the revision of the Codes, recently ordered, has been completed. It is not expedient to enter into any particular examination of them in this Resolution. It is sufficient for present purposes to note that the Departments of Land Records and Agriculture are concerned rather with the collection and collation of statistics and facts calculated to be useful to those who have to administer famine relief, than with the direct organization of famine relief itself; and that any work which they may be called upon to do under the name of famine relief must be the direct or indirect outcome of that general agricultural enquiry which forms the most important part of the Famine Commissioners' recommendations. It is only necessary, therefore, to consider at present what has been or remains to be done under the first two of the heads under which the duties of the Departments were originally classed.

4. The Resolution No. 6—340-50 G. of the 8th December 1881, on the formation and duties of the new departments, indicated that, throughout the greater part of British India, the primary basis of agricultural enquiry must be the facts and statistics recorded, in respect to each field and each village, in the forms of accounts or other returns and records which are annually prepared by the village accountants.

In accordance with this view the first object which the Departments were required to secure was the gradual improvement of these village officials in order

to secure greater accuracy in the returns provided by them. The orders which have from time to time been issued by the Government of India and Provincial Governments in connection with this aim have indicated that, so far from the responsibility of the district officials for the efficiency of the village accountants and the accuracy of their returns being interfered with or weakened by the performance of the duty thus imposed on the Departments, the fulfilment of their responsibility has been facilitated and strengthened. In almost every Province, the primary measure taken has been the better organization and inspection of the staff by whom the village accountants were themselves immediately supervised. In other words, the new Departments have been made specially responsible that the supervising staff in each district is in all parts of a Province uniformly efficient, and that, under the control of the district officials, it is continuously and adequately maintaining the land records and accounts of each district up to the requisite standard. The initial aim, in fact, of the inspection system which has been introduced is, that the reports of the officers of the special Department should provide information to the district officials themselves, as well as to the chief revenue authorities, in what respect or to what extent in each district the village establishments and their supervising staff may have failed to satisfy the requisite conditions. The defects having been discovered and pointed out, the responsible authorities have been able to correct them. A uniform and satisfactory standard is thus being gradually reached, which hitherto the individual and unequal efforts of district officials had, with rare exceptions, failed in attaining, and, in the opinion of His Excellency the Governor General in Council, the chief factor in the reform has been the periodical inspection of the supervising staff in each district by an official, whose technical experience and whose knowledge of defects likely to occur and where to look for them, have brought to light various errors and irregularities which had been allowed to grow up; who has been able to gauge the general efficiency of the staff of village accountants; and who has been specially competent to discover in what respects the supervising officials have proved themselves to be inefficient or careless, to have been insufficiently acquainted with their duties, or to have misunderstood the forms of accounts and land records.

5. Turning now to the ultimate object with which the Agricultural Departments have been thus required to secure the systematic improvement of village accountants and their returns, this is, as already indicated, the establishment of a foundation of statistics and data upon which may be based a system of continuous "agricultural inquiry," the wide significance of which term is fully explained in the Resolution of 1881. But in almost every Province, subsidiary results have also been gained in the process. The work of revenue administration has been facilitated; the rights and interests connected with land have been more correctly recorded; the business of the Civil Courts has been simplified; frauds or deficiencies in the collection of rent and revenue due to Government have been prevented; and the future revision of land assessments has been made less costly. In several Provinces the village accountants, who a few years ago were on the whole an uneducated and inefficient body of men, have been trained to conduct under the guidance of the supervising staff the annual field plotting and revision of the village maps which changing circumstances render necessary, and without which the constant employment of special survey establishments would be called for, while in one Province—in which ten

years ago these village officials were in many districts exceptionally illiterate and backward—almost the whole of the revision of the survey of from 30,000 to 40,000 square miles has been effected with remarkable accuracy by the agency of village establishments. The Government of India, though viewing with satisfaction the general progress already manifested, does not wish to imply that perfection has been attained in any Province. The ideal which should be kept in view is that every village should possess an accountant trained in surveying and crop inspection, compiling and submitting his returns intelligently and punctually. The difficulties of procuring such an official vary in the different Provinces, but are especially great in those where the hereditary system is in full development, or where the functions of the village accountant are largely concerned with the actual collection of revenue. It is the duty of the Departments to devise methods of overcoming these difficulties, and to remedy defects, as far as possible, both by constant inspection, and by assisting the Government and the District officials with suggestions and advice regarding the improvements which may be possible either in the education and qualifications of the accountants, in their methods and standards of work and discipline, or in the form, matter and compilation of their records.

6. In 1887 a Finance Commission was appointed under the direction of Her Majesty's Secretary of State to review the expenditure entailed by the administration of the country. In dealing with the cost of the Agricultural Departments which were the outcome of the Famine Commissioners' recommendations, the new Commission desired that the value of the Departments should be tested by an inquiry into the financial, apart from the purely administrative, effect of their working; in other words by ascertaining whether the improvement and more systematic utilization of the village accountants and their returns so far as this was due to the Departments, had proved remunerative or the reverse. This recommendation of the Finance Commission was supported by Her Majesty's Secretary of State. The test which the Commission suggested for application was an estimate of the saving which would be effected by the diminution of periodical expenditure on surveys and settlements in consequence of the improved village records. In dealing, however, with certain ryotwari Provinces, in which the land assessment of each district is subject to annual fluctuations, it was found necessary so to extend the estimate as to allow it to include the saving which might result from the prevention of frauds and deficiencies in the annual collections. Except in the case of the Madras Presidency, in which the circumstances are in some respects exceptional, the enquiries thus instituted have been recently completed and the correspondence on the subject is now circulated for general information.

This correspondence indicates that at the commencement of the present year the Government of India was in a position to report to Her Majesty's Secretary of State, that every Local Government, other than Madras and Bombay, had been able to show that a considerable economy had been effected. More recently also it was found possible to submit, from the Bombay Presidency, final proposals which, although not equally favourable when gauged by a purely financial test, offer considerable advantages in an administrative direction. The amount gained in three Provinces alone during the current decade is said to have been 200 lakhs of rupees, and the additional gain in six Provinces

during thirty years is estimated to be from 12 to 16 lakhs a year after charging the cost of the Departments and after material reductions on the original estimate.

7. A stage has now been reached in the history of the Departments at which His Excellency in Council considers that more definite consideration should be given to the fulfilment of those other important duties which have been imposed upon them in pursuance of the recommendations of the Famine Commissioners. Hitherto little has been done beyond the systematic organization of the arrangements under which the improvement of the staff of village accountants and their supervision have been effected or are to be maintained. But for the necessity in the first place of allowing time for the development of this organization, and in the second of meeting the view taken by the Finance Commission that the position of the Departments should be first justified by direct financial results, an earlier opportunity would have been taken to call attention to the further responsibilities which rest upon the Departments, and which have been so far inadequately or unequally fulfilled. These may be briefly indicated as, firstly, the utilization of the statistics and data deduced from the village accounts and returns for the purposes required by the Famine Commissioners; and secondly, "agricultural improvement" in the wide sense attached to that term in the despatch received from Her Majesty's Secretary of State in 1881.

8. Both subjects were to some extent dealt with in the Resolution issued in 1881. In regard to the first it was indicated that, when the machinery through which information was to be primarily collected had been brought into working order, an analysis of agricultural tracts should be undertaken with the view of determining the measures necessary to protect them against famine and to secure in them the maximum efficiency of agricultural operations.

As pointed out in the recent Resolution of the 19th December last on the revision of Famine Codes, it was intended that the examination and analysis of agricultural tracts should be based primarily upon the returns provided by village accountants, and it is now necessary to determine with more precision how this object can be satisfactorily attained. The history of recent years has confirmed the opinion expressed by the Government of India in the Resolution of 1881 and in subsequent Resolutions, that the distress of the agricultural community consequent upon the failure of crops, the undue pressure of land assessments, or other causes, can be materially alleviated by timely measures of relief which would be suggested by a more intimate acquaintance with the annual condition of precarious tracts than has hitherto existed. Many cases, for instance, have occurred, and not a few of them at very recent dates, in which, owing to the absence of continuous and systematized information, deterioration of agricultural conditions has not been followed, until too late, by the suspension and remission of land revenue, or by the requisite reduction of assessment for which the circumstances have called; or again, in which the approach of famine has not been met, as it should have been, by adequate and timely measures of relief. It is the duty of the Departments of Land Records and Agriculture to organize and maintain a system which, if efficiently worked by the executive and responsible officials, shall make such events impossible. In the opinion of the Governor General in Council, adequate experience has now been gained in various Provinces to admit of the consideration of the broad

principles upon which the statistics and data annually provided by the village establishments can be most effectively utilized for the purposes indicated in the Resolution of 1881, and to demonstrate the necessity that the special attention of every Local Government and Administration should be given to the subject.

The system adopted in each Province must vary in accordance with local conditions, and it is, perhaps, premature to determine, at this stage, the principles which would be found useful for general application. But the Government of India has no hesitation in suggesting that one practice, already adopted in some Provinces, may with advantage be generally accepted, namely, the institution for every village of a separate record, wherein should be ledgered each year those facts and statistics which prominently indicate the fluctuations of its agricultural condition and afford clear evidence either, on one hand of its increased prosperity, or on the other of its deterioration. Further suggestions on this subject will be circulated at a later date.

9. In the Resolution of 1881, the remaining duty of the Departments, *viz.*, that of directing the development of agricultural improvement, was made secondary to that of acquiring a knowledge of the agricultural conditions of the country. Sufficient progress, however, has now been made in the organization of a system of agricultural enquiry to admit of a more precise determination of an examination of the subordinate question on which the action of the Departments should be based. In the opinion of His Excellency in Council, three principles may at once be laid down for adoption. The first is that continuous enquiry should be maintained by means of experimental farms or other similar agency, with the view of ascertaining the possible results which may be gained by the introduction of new, or the modification of existing, processes and practices connected with agriculture. The second, that the education of the agricultural population, and especially of the lower classes, should be so directed as to enable them to appreciate and, where expedient, to adopt those results. The third, that protection should be given to precarious tracts by measures which lie within the power and means of the State, but beyond those of the people.

The action involved by the application of each of these principles requires a considerable period of time for its full development, and must, in the opinion of the Government of India, precede any systematic or costly attempt to introduce supposed or suggested agricultural improvements. And in each case a carefully considered programme or working-plan is required before action can be properly commenced. As indicated by the Secretary of State in his Despatch No. 33 of the 21st March 1889, while it will be necessary for each Local Government and Administration to carry into practical effect the policy regarding agricultural education and other administrative matters with which the Departments are concerned, it is the duty of the Imperial Government to control and direct the general policy. But before laying down the broad principles upon which action should be based, the Government of India is anxious to place itself in the closest possible acquaintance and accord with the opinions and desires of the Local Governments.

10. His Excellency in Council considers that a convenient opportunity will occur for discussion of the general questions dealt with in the two preceding paragraphs in connection, firstly, with the anticipated report of

Dr. Voelcker, the Agricultural Chemist to the Royal Agricultural Society of England, whom the Secretary of State has recently deputed to India for the investigation and examination of the conditions under which action may be usefully taken in connection with agricultural experiments; and, secondly, with the report, now under the consideration of the Madras Government, of the Committee appointed by His Excellency the Governor of Madras to investigate the results of the action taken for some years past in that Presidency in the direction of agricultural improvement. The correspondence which has been circulated in reference to the appointment of an Agricultural Chemist indicates, that the original proposal of the Government of India contemplated the utilization of the services of the Chemist, both in respect to the institution of systematic enquiry on experimental farms and otherwise, and also in respect to the education imparted in Colleges of Agriculture and Forests, both of which subjects are cognate to the questions of which the Government of India desires the discussion. The report of the Madras Committee, on the other hand, will provide useful information as to the results of the action which has been taken in that Presidency, and the directions which experience has there proved it to be desirable to follow or avoid. His Excellency in Council accordingly desires that a Conference should be held at Simla on the 1st of October next, by which date the report both of the Agricultural Chemist and the Madras Commission will have been received, and that before the 1st of August each Local Government and Administration should nominate the officer or officers whom it may wish to attend, including, unless there is some special objection, the Director of the Department of Land Records and Agriculture.

11. His Excellency the Governor General in Council desires also that advantage should be taken of the Conference to discuss the measures which may have, previously to the date of its assembling, been suggested by Local Governments and Administrations in connection with the 7th paragraph of this Resolution for the effective utilization of village accounts and returns for the purposes required by the Famine Commissioners.

12. In the meanwhile, such further information and correspondence as may be available will be circulated by the Government of India.

ORDER.—Ordered that the above Resolution be forwarded to the Local Governments and Administrations noted on the margin for information and guidance.

To the Government of Madras.
" " " Bombay.
" " " Bengal.
" " " North-Western Provinces and Oudh.
" " " Punjab.
To the Chief Commissioner of the Central Provinces.
" " " " " Burma.
" " " " " Assam.

To the Secretary for Berar to Resident at Hyderabad.
To the Chief Commissioner of Coorg.
" " " " Ajmere.

Ordered also, that the above Resolution be forwarded to the Administrations noted on the margin for information.

(True Extract.)

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

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXV of 1890-91.

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 September 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 27th September 1890. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 28th September 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 27th Sept. 1890. Total.	Per mile open per week.	Total increase in 1890-91.	Total decrease in 1890-91.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
4th October 1890	East Indian (*a*)	1,526	7,51,129	492	1,526	7,06,683	463	2,10,08,527	532	1,95,10,648	492	...	15,87,879
4th ditto	Patna-Gya	57	15,752	275	57	8,688	152	2,48,883	167	2,17,291	146	...	31,592
20th September 1890	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 46,091	53	(*d*)44,717	52	...	1,374
4th October 1890	Bengal-Nágpur (*e*)	305	27,552	90	584	32,272	55	8,66,659	110	13,39,725	92	4,73,066	...
27th September 1890	Indian Midland (*f*)	752	50,398	67	752	45,937	61	13,66,999	79	15,10,546	78	1,43,547	...
4th October 1890	Rajputana-Malwa	1,672	2,83,975	170	1,672	2,58,000	154	95,17,039	221	78,08,715	182	...	17,08,324
27th September 1890	Southern Mahratta	856	61,200	72	1,042	76,498	73	20,83,270	94	22,21,682	84	1,38,412	...
27th ditto	Do. Mysore Section	296	27,082	91	296	26,755	90	4,17,254	67	5,89,478	77	1,72,224	...
27th ditto	Villupuram-Guntakal	83	4,574	55	83	6,459	78	1,26,963	59	1,20,281	56	...	6,682
27th ditto	Bengal and North Western* (*g*)	649	52,135	80	691	69,570	101	21,78,299	130	21,42,236	124	...	36,063
	TOTAL	6,196	12,73,797	206	6,703	12,30,862	184	3,79,49,984	239	3,55,05,319	206	...	24,44,665
	State Lines worked by the State.							(*h*)		(*i*)			
4th October 1890	North Western	2,385	(*h*)5,65,444	237	2,399	(*i*) 4,26,262	178	1,35,08,257	219	1,24,50,222	202	...	10,58,035
27th September 1890	Oudh and Rohilkhand	692	1,10,766	160	692	1,06,690	154	37,23,308	207	32,93,964	183	...	4,29,344
27th ditto	Lucknow-Sitapur-Seráman	105	4,150	40	105	3,927	37	1,59,946	59	1,53,991	56	...	5,955
27th ditto	Eastern Bengal†	747	3,24,878	435	763	2,95,310	387	50,15,619	272	50,85,439	258	69,820	...
27th ditto	Bengal Central	125	22,537	180	125	12,390	99	3,78,104	116	3,00,842	93	...	77,262
27th ditto	Nalhati	27	1,961	72	27	2,310	85	48,758	69	45,715	65	...	3,043
27th ditto	Wardha Coal (*j*)	45	20,137	448	45	8,707	194	3,76,951	324	4,80,724	415	1,03,773	...
27th ditto	Cherra-Companyganj	7	300	43	8	495	62	4,066	21	7,903	38	3,837	...
27th ditto	Jorhát	25	1,045	42	25	1,803	72	31,820	49	32,366	49	546	...
20th ditto	Burma (*k*)	...	...	...	...	(*b*)	...	(*c*) 21,35,409	155	(*d*)23,24,550	170	1,89,141	...
	TOTAL	4,158	10,51,218	253	4,189	8,57,834	205	2,53,82,238	210	2,41,75,716	195	...	12,06,522
	Lines worked by Guaranteed Companies.												
27th September 1890	Great Indian Peninsula (*l*)	1,440	4,20,745	292	1,440	4,07,320	283	1,57,78,788	423	1,67,56,754	452	9,77,966	...
4th October 1890	Bombay, Baróda and Central India	461	1,71,158	371	461	1,67,000	362	62,73,971	526	63,21,641	525	...	52,330
27th September 1890	Madras	840	1,83,296	218	840	2,06,220	246	46,17,259	213	46,45,973	215	28,714	...
27th ditto	South Indian	654	1,01,992	156	654	1,12,356	172	29,54,566	175	30,97,622	184	1,43,056	...
	TOTAL	3,395	8,77,191	258	3,395	8,92,896	263	2,96,24,584	337	3,07,21,990	352	10,97,406	...
	GRAND TOTAL (Guaranteed and State)	13,749	32,02,206	233	14,287	29,81,652	209	9,29,56,806	253	9,04,03,025	237	...	25,53,781
	Gross Estimated Expenses	...	...	...	...	...	...	4,96,49,436	135	4,87,25,071	128	...	9,24,365
	Net Receipts	...	...	...	...	...	...	4,33,07,370	118	4,16,77,954	109	...	16,29,416
	Assisted Companies.												
4th October 1890	Tárakeshwar	22	4,838	220	22	3,875	176	1,39,241	241	1,40,802	243	1,561	...
20th September 1890	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 1,59,660	99	(*d*)1,50,833	94	...	8,827
20th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 2,35,786	121	(*d*)2,45,970	126	10,184	...
	TOTAL	22	4,838	220	22	3,875	176	5,34,687	124	5,37,605	125	2,918	...
	Native States Lines worked by Companies.												
27th September 1890	The Nizam's Guaranteed State	354	43,471	122	354	43,652	123	11,24,720	123	12,55,745	138	1,31,025	...
4th October 1890	The Gaekwar's Dabhoi	59	1,927	33	72	2,810	39	67,349	44	1,07,412	63	40,063	...
4th ditto	The Gaekwar's Mehsána	27	731	27	27	700	26	27,632	40	23,615	34	...	4,017
4th ditto	The Gaekwar's Petlád	...	...	...	14	950	70	...	...	(*m*) 20,710	72	20,710	...
	TOTAL	440	46,129	105	467	48,112	103	12,19,701	107	14,07,482	119	1,87,781	...
	Native States Lines worked by the State.												
4th October 1890	Rájpura-Bhátinda	...	(*n*)	...	108	13,074	121	(*n*)	...	2,54,336	92	2,54,336	...
	Native States Lines.												
4th October 1890	Jodhpore	124	5,137	41	124	5,200	42	1,67,385	52	1,83,901	58	16,516	...
27th September 1890	Bhávnagar-Gondal-Junágarh-Porbandar	261	20,612	79	331	23,410	71	6,59,651	98	8,11,050	95	1,51,409	...
27th ditto	Morvi	68	2,414	36	94	4,362	46	99,726	56	1,56,901	64	57,175	...
	TOTAL	453	28,163	62	549	32,972	60	9,26,762	79	11,51,862	81	2,25,100	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 21st September 1889.
(*d*) Total receipts from 1st April to 20th September 1890.
(*e*) Includes the Ásansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Mánmád, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 27th September 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western Section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

SIMLA, *16th October, 1890.*

F. B. HEBBERT,
Offg. Under-Secretary.

P

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 43.} SIMLA, SATURDAY, OCTOBER 25, 1890.

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, October 20th, 1890.

During the greater part of the week under review the weather over the major portion of India has been very quiet, pressure very uniform, and the winds light. The storm which was traced up the Bay during last week advanced during the early days of the present week to the north of the Bay. Subsequently small subsidiary storms, probably offshoots of the principal disturbance, advanced into Bengal and gave local heavy falls of rain and strong winds to several places in Lower Bengal, but in most parts of the country the disappearance of the main depression was accompanied with a brisk barometric rise, the breaking up of the cyclonic circulation previously existing, and the establishment of very uniform pressures. There has been a very decided depression of temperature throughout the week, due in North-Eastern India to the heavy rainfall, and in other parts of India to the rapid radiation which has occurred under a fairly cloudless sky. Quite at the close of the week there were signs of the occurrence of one of those rapid upward oscillations of pressure which are marked features of the weather at this season in North-West India, and which ultimately result in the establishment of the highest pressures over that portion of the country. This change of distribution was very suddenly carried out and produced considerable atmospheric disturbance over the north of the Punjab.

The chart of the 14th showed a well marked depression over the north-west of the Bay, with moderately steep gradients on its eastern side. Though in North-West India there was a large area of relatively low pressure, the whole of India to the west of a line joining Gorakhpur and Masulipatam had the barometer comparatively uniform. The highest pressures were reported from the Upper Assam Valley. The winds were cyclonic and fresh in force over the eastern

half of the Indian region and light and variable over the western half. Showers of rain were reported from the Peninsula and the North-West Provinces, and general rather heavy rain from Burma and Bengal. On the 15th the depression over the Bay was filling up, but a small centre of depression which may or may not have been a direct continuation of the Bay cyclone had advanced into North Bengal. More than 4 inches of rain had fallen at Saugor Island and more than 3 inches at Bogra, and the winds were strong at the head of the Bay. A few showers were again reported from the Peninsula, but the weather generally was fine. On the 16th conditions were very similar. A large low pressure area overlay the Bay and a small centre Lower Bengal. Heavy general rain was falling in Bengal, moderate general rain in Burma, and showers in the Peninsula, while elsewhere the weather was fine. The winds were strong in North Bengal and Behar. On the 17th pressure was still low all over the Bay area. The rainfall had decreased considerably in Bengal, but general showers were still reported from that Province, as well as from Burma and the Circars, and a few scattered showers from the Peninsula and from some central stations. The winds around the Bay showed an indraught towards the centre of the Bay, and variable winds prevailed elsewhere. On the 18th pressure was very uniform and the winds light and variable. Scattered showers were reported from Bengal, Burma and the Peninsula, but in general the weather was fine. On the 19th the barometer was falling everywhere, and the low pressure area in the North-West showed a disposition to intensify. A few scattered showers were reported, but the weather generally continued fine. On the 20th a rapid barometric rise was reported from the Punjab and a moderate to brisk rise elsewhere. The chart showed a ridge of relatively high pressure extending over the Bombay Presidency, the Central Provinces, Central India, and the west of the North-West Provinces. To the west of this ridge a well marked depression existed, with its centre over Sind; to the east pressure decreased slowly to a large shallow depression over the Bay. Heavyish rain was falling in Burma, general light showers over the north of the Punjab, and a few scattered showers elsewhere. The wind was strong in the Punjab.

Temperature.—As mentioned above, the weather has been cool as compared with the normal throughout India. The least depression of temperature was on the 14th, after which date it increased and reached its maximum on the 18th. It then decreased again, and at the close of the week the abnormal depression was only slightly more than at the commencement. In Bengal and the North-West Provinces the mean temperature of each day of the week was below the average, but the other Provinces had from one to four days which were warmer than usual.

The following table shows the variations in the mean temperature according to Provinces for the present and for the past week:

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	— 1·2°	— 1·5°
Bengal	— 0·2°	— 2·9°
North-West Provinces	+ 1·3°	— 1·6°
Punjab	+ 1·7°	— 0·6°
Bombay	+ 0·2°	— 0·1°
Central Provinces	+ 0·6°	— 0·1°
Guzerat and Central India	+ 1·3°	— 0·3°
Sind and Rajputana	+ 1·6°	+ 0·6°
Madras	— 0·7°	+ 0·7°

The above table shows a fall compared with last week in all Provinces except Madras. In Bengal and the North-West Provinces the change amounts to about 3°.

A very decided deficiency in the day temperatures was observable over North-West India, both on the hills and plains, at the close of the week.

Rain.—The preceding sections of this summary showed that the rainfall of the past week was mainly connected with the depression which passed up

the Bay to the Bengal Coast, and with the small offshoots of the main depression which passed into Bengal. In consequence the principal rainfall has occurred over the Bay area and Bengal, and within this region the rainfall has been abnormally heavy. At the same time the atmospheric disturbance in the North-West and the showery weather which prevailed over the Peninsula occasioned the rainfall area to be very extensive, and the first column of the concluding table shows that it was only in seven of the rainfall divisions that no rainfall was measured during the week. Of these divisions two, *viz.*, Sind and Kattiawar, normally receive no rain during this week, Rajputana (West) receives only 0·03 inch, and Guzerat only 0·20 inch, so that it is only in Khandeish and Berar that the absence of rain is important. The heaviest rainfall was in North Bengal and averaged 10¾ inches; this was followed by 5¼ inches in Lower Burma, by 5 inches in Central Bengal, and by 4½ inches in Deltaic Bengal. In normal years the heaviest rainfall (about 2½ inches) is reported from Madras (South Central), East Coast (Central), and Tenasserim, after which come the East Coast (North), with 2¼ inches, and Malabar, with 2 inches. These returns show that there has been a large excess of rain over the region to the north of the head of the Bay and that this rainfall has been obtained at the expense of the Carnatic, where the ordinary autumn rains have not commenced. The third column of the table shows that in seventeen of the rainfall divisions the fall has been excessive and in twenty-eight divisions defective, while in four there has been no departure from the average. The region of excess included the Burma divisions, except Tenasserim, the whole of the Bengal and Assam divisions, and the greater part of the North-West Provinces. The region of defective rainfall included all the other divisions. The greatest excess was in North Bengal, where the total was nearly nine times the usual amount. In Assam (Brahmaputra) the actual average rainfall was twice, in Deltaic Bengal it was more than three times, in Central Bengal it was nearly four times, in Orissa it was twice, and in Behar (North) it was nearly six times the normal fall of the week. The greatest deficiency was in Madras, where the usual north-east monsoon rains have so far not commenced.

With October the 14th the south-west monsoon rainfall is supposed to cease and a new rainfall season is inaugurated. Consequently the percentage variations in the final column of the table this week simply reproduce in a different form the variations which are shown in the third column.

The returns of maximum falls show some very large falls over North-Eastern India. The following are the most important:

Burma—Rangoon		6·10 inches.
Kyauktan	Pegu	6·86 „
Bassein		5·13 „
Shwedaung	Prome	5·55 „
Bengal and Assam—Jamalpur	Mymensing	8·02 „
Dhubri		5·81 „
Baraset	24-Pergunnahs	8·95 „
Meherpur	Nuddea	11·09 „
Leantai	Midnapur	8·83 „
Dumka	Sonthal Pergunnahs	8·63 „
Salagala	Moorshedabad	7·35 „
Nattore	Rampur	9·52 „
Bogra		11·37 „
Dinagepore		12·68 „
Gaivanda	Rungpur	18·75 „
Dinhatta	Cooch Behar	16·22 „
Jalpaiguri		13·04 „
Darjeeling		10·29 „
Kishangunj	Purneah	13·06 „
North-West Provinces—Hata	Gorakhpur	5·80 „
Malabar—Kottayan	Travancore	6·13 „
East Coast—Ichapur	Ganjam	10·72 „
Areejalur	Trichinopoly	4·70 „

PROVINCE.	DIVISION.	Rainfall data for week ending October 20th, 1890.			Rainfall data from October 14th to October 20th, 1890.		
		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 14th to October 20th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	1·41	2·48	−1·07	1·41	2·48	− 43
	Lower Burma	5·28	1·68	+3·60	5·28	1·08	+214
	Central Burma	2·22	1·27	+0·95	2·22	1·27	+ 75
	Upper Burma	1·01	?	?	1·01	?	?
	Arakan	1·22	1·16	+0·06	1·22	1·16	+ 5
Bengal and Assam	Eastern Bengal	1·59	1·56	+0·03	1·59	1·56	+ 2
	Assam (Surma)	1·55	1·41	+0·14	1·55	1·41	+ 10
	Do. (Brahmaputra)	2·37	1·17	+1·20	2·37	1·17	+103
	Deltaic Bengal	4·01	1·31	+3·30	4·01	1·31	+252
	Central Bengal	4·07	1·28	+3·09	4·07	1·28	+288
	North Bengal	10·76	1·23	+9·53	10·76	1·23	+775
	Orissa	2·95	1·43	+1·52	2·95	1·43	+107
	Chota Nagpur	0·84	0·59	+0·25	0·84	0·59	+ 42
	Behar (South)	0·79	0·54	+0·25	0·79	0·54	+ 46
	Do. (North)	3·20	0·56	+2·64	3·20	0·56	+471
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·35	0·13	+0·22	0·35	0·13	+169
	Oudh (South)	0·07	0·13	−0·06	0·07	0·13	− 46
	Do. (North)	0·27	0·04	+0·23	0·27	0·04	+575
	North-Western Provinces (Central).	0·08	0·04	+0·04	0·08	0·04	+100
	North-Western Provinces (West).	0·01	0·01	0	0·01	0·01	0
	North-Western Provinces (Submontane).	0·34	0·09	+0·25	0·34	0·09	+278
Punjab	Punjab (South)	0·03	0·08	−0·05	0·03	0·08	− 63
	Do. (Central)	0·03	0·16	−0·13	0·03	0·16	− 81
	Do. (Submontane)	0·01	0·01	0	0·01	0·01	0
	Do. (Hill Districts)	0·01	0·12	−0·11	0·01	0·12	− 92
	Do. (North-West)	0·12	0·15	−0·03	0·12	0·15	− 20
	Do. (West)	0·02	0·03	−0·01	0·02	0·03	− 33
Bombay and Malabar Coast Districts (Madras).	Malabar	1·09	2·11	−1·02	1·09	2·11	− 48
	Madras (South Central)	0·27	2·04	−2·37	0·27	2·04	− 90
	Coorg	0·04	1·81	−1·77	0·04	1·81	− 98
	Mysore	0·38	1·14	−0·76	0·38	1·14	− 67
	Konkan	0·12	0·61	−0·49	0·12	0·61	− 80
	Bombay Deccan	0·22	1·17	−0·95	0·22	1·17	− 81
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	1·33	−1·33	0	1·33	−100
Central Provinces and Berar.	Berar	0	0·97	−0·97	0	0·97	−100
	Central Provinces (West)	0·20	0·36	−0·16	0·20	0·36	− 44
	Ditto (Central)	0·08	0·15	−0·07	0·08	0·15	− 47
	Ditto (East)	0·19	0·35	−0·16	0·19	0·35	− 46
Bombay (North)	Guzerat	0	0·20	−0·20	0	0·20	−100
	Kattiawar	0	0	0	0	0	0
	Sind	0	0	0	0	0	0
Rajputana and Central India.	Central India (East)	0·03	0·18	−0·15	0·03	0·18	− 83
	Rajputana (East), Central India (West).	0·01	0·09	−0·08	0·01	0·09	− 89
	Rajputana (West)	0	0·03	−0·03	0	0·03	−100
Madras	East Coast (North)	1·87	2·28	−0·41	1·87	2·28	− 18
	Ditto (*a*)	0	?	?	0	?	?
	Hyderabad (South)	0·01	0·86	−0·85	0·01	0·86	− 99
	Madras (Central)	0·19	1·11	−0·92	0·19	1·11	− 83
	East Coast (Central)	0·87	2·55	−1·68	0·87	2·55	− 66
	Ditto (South)	0·79	1·89	−1·10	0·79	1·89	− 58
	Madras (South)	0·43	1·88	−1·45	0·43	1·88	− 77

SIMLA, *23rd October, 1890.*

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 October.*—No rain in Madras, good in two districts, fair in two, and slight elsewhere. Standing crops generally good, but withering in parts of six districts. Rain badly wanted in the Tinnevelly and Coimbatore districts and also in parts of North Arcot and Tanjore. Crops slightly damaged by recent heavy rain in parts of Ganjam. Paddy blighted in parts of Godavari, and horse-gram and oil-seeds in parts of Cuddapah. Outturn of grains generally middling to average. Prices of *cumbu* falling; of other grains generally stationary. General prospects fair.

Bombay.—*For week ending 22nd October.*—Rain throughout the Karnatic and in three more districts. More rain wanted generally for late crops. Standing early crops good, except in a few talukas of six districts, where they are damaged by drought, locusts or other causes.

Bengal.—*For week ending 21st October.*—Unsettled weather began at the end of the previous week and continued up to the 16th instant, and gave very general and heavy rainfall over the whole Province. The rain has been beneficial to winter rice which is generally in excellent condition; but has retarded the sowing of the cold weather crops in many districts. In North Bengal, where the rainfall has been exceptionally heavy, some local damage has been done to the rice crop. Sugarcane is a promising crop all round. Price of rice continues generally stationary, but in some districts a slight fall has been reported during the week. Charitable relief is still being given to the sufferers from the late floods in Central Bengal.

North-Western Provinces and Oudh.—*For week ending 22nd October.*—Slight showers have fallen in several districts, accompanied by hail in two. Locusts passed over four districts, but no damage to crops is reported. Harvesting of *kharif* and rice continues, and prospects are generally fair. *Rabi* operations in active progress everywhere. Supplies are sufficient, but prices are fluctuating.

Punjab.—*For week ending 22nd October.*—Rain has fallen in four districts. Prices stationary in all districts, except Rawalpindi, where they are falling. Harvesting of *kharif* crops in progress. Ploughings and sowings of *rabi* crops going on. More rain wanted in Hissar. Condition of crops is reported good to average. Outturn of *kharif* crops is said to be an average one. Locusts causing some damage to the crops in Kulachi tahsil, Dera Ismail Khan district. Fodder, average in Dera Ismail Khan, and sufficient elsewhere.

Central Provinces.—*For week ending 22nd October.*—Weather clear. A little rain would benefit the rice crops in Chhattisgarh country. In the other rice

districts good outturns are anticipated. Slight damage done to crops by locusts in the Saugor, Chhindwara and Bilaspur districts. Elsewhere prospects are favourable.

Assam.—*For week ending 22nd October.*—Weather seasonable. Sowing of mustard and pulses progressing. State and prospects of crops generally good.

Burma.—*For week ending 18th October.*—Rain fell throughout Lower Burma, and the crop prospect generally is good. In Upper Burma the rainfall was heavy in seven districts, moderate in two, and light elsewhere. More rain is urgently wanted in six districts. The crop prospect is bad in Mandalay, Meiktila and Yamethin. A good crop is expected in Bhamo, Sagaing, Upper Chindwin and Magwe. The price of paddy has risen in two and fallen in five districts.

Mysore and Coorg.—*For week ending 22nd October.*—Rainfall slight and much needed in parts throughout the Mysore State. Crops and prospects generally good. Prices sligtly risen in parts.

Rainfall slight in Coorg during the week. Coffee picking commenced. Rain much needed for rice crops.

Berar and Hyderabad.—*For week ending 22nd October.*—Average rainfall very slight in Berar. Weather warm and cloudy. *Kharif* crops in good condition. *Jowari* in ear and cotton in pod in some places. Sowing of *rabi* continues. Fodder sufficient. Prices generally steady. Locusts which have appeared in the Melghat are doing but little damage to the coarse rice crops.

Rainfall moderate in Hyderabad. Weeding of *abi* crops nearly finished. Reaping of *kharif* crops begun in some places. Prices stationary.

Central India.—*For week ending 22nd October.*—No material change in condition of crops and weather in Central India since last report. Slight showers in the Bhopawar Agency during the week, but the south-west monsoons appear to have closed in Central India and have been fairly beneficial except in Western Malwa.

Rajputana.—*For week ending 22nd October.*—Agricultural operations satisfactory generally; bad in Ajmere. Standing crops good. Harvests below average. Agricultural stock in good condition. Pasturage or fodder sufficient in seven and insufficient in four Agencies and Ajmere. Prices rising in Meywar and Bikanir, and falling in Kotah and Jhallawar. Elsewhere steady.

Nepal.—*For week ending 16th October.*—Very heavy and continuous rain for the past three days. Some damage to the ripe crop of rice is apprehended owing to the unseasonable rain.

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

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.
(STATISTICS.)

IMPORTS OF COTTON, WHEAT, LINSEED AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed and Indigo by rail and river into Calcutta, Bombay Town and Karachi during the month of August 1890.

Articles, and whither imported.	Whence exported.												
	Madras.	Bombay.	Sindh.	Bengal.	N. W. P. and Oudh.	Punjab.	Central Provinces.	Berar.	Assam.	Rajputana and Central India.	Nizam's Territory.	Mysore.	Total.
Cotton, raw—	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Calcutta	...	...	...	4,541	7,742	...	...	...	...	538	...	...	12,821
Bombay Town	874	50,034	...	...	...	...	154	1,049	...	5,279	8,745	...	66,135
Karachi	...	...	4,968	...	...	27	...	...	...	...	...	...	4,995
Total	874	50,034	4,968	4,541	7,742	27	154	1,049	...	5,817	8,745	...	83,951
Wheat—													
Calcutta	...	...	...	3,58,886	41,337	7,005	903	...	...	1	...	...	4,08,132
Bombay Town	...	57,342	...	...	25,240	50,923	2,26,124	2,846	...	30,671	...	...	3,93,146
Karachi	...	...	6,95,481	...	...	7,20,211	...	...	...	...	...	...	14,15,692
Total	...	57,342	6,95,481	3,58,886	66,577	7,78,139	2,27,027	2,846	...	30,672	...	...	22,16,970
Linseed—													
Calcutta	...	...	...	5,04,625	1,47,049	...	2,859	...	10,792	11,581	...	...	6,76,906
Bombay Town	13	10,181	...	...	276	...	34,215	19,708	...	10,425	8,248	...	83,066
Karachi	...	...	...	...	...	210	...	...	...	...	...	...	210
Total	13	10,181	...	5,04,625	1,47,325	210	37,074	19,708	10,792	22,006	8,248	...	7,60,182
Indigo—*													
Calcutta	...	...	...	82	52	...	...	...	...	...	...	...	134
Total	...	...	...	82	52	...	...	...	...	...	...	...	134
GRAND TOTAL	887	1,17,557	7,00,449	8,68,134	2,21,696	7,78,376	2,64,255	23,603	10,792	58,495	16,993	...	30,61,237

* The imports of indigo into Bombay Town and Karachi are not returned.

DEPT. OF REVENUE AND AGRICULTURE,
Simla, the 23rd October, 1890.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVI OF 1890-91.

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 5th October 1889. Total mean length open.	Receipts. Total.	Per mile open.	Week ending 4th October 1890. Total mean length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 5th October 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 4th Oct. 1890. Total.	Per mile open per week.	Total increase in 1890-91.	Total decrease in 1890-91
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
11th October 1890	East Indian (*a*)	1,526	6,15,963	404	1,526	7,08,174	464	2,17,14,490	527	2,01,81,017	490	...	15,33,473
11th ditto	Patna-Gya	57	7,394	129	57	10,733	188	2,26,277	166	2,26,060	146	...	30,217
27th September 1890	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 47,601	53	(*d*)40,401	52	...	1,200
11th October 1890	Bengal-Nágpur (*e*)	395	24,142	79	584	38,550	66	8,90,861	109	15,83,342	104	6,92,541	...
11th ditto	Indian Midland (*f*)	752	52,126	69	752	54,967	73	14,10,125	79	15,00,033	78	1,47,508	...
11th ditto	Rajputana-Malwa	1,072	2,85,845	172	1,072	2,50,000	155	98,03,887	219	80,60,408	180	...	17,43,479
4th ditto	Southern Mahratta	909	53,063	59	1,042	78,153	75	21,37,173	92	22,94,149	84	1,56,976	...
4th ditto	Do. Mysore Section	296	31,907	108	296	27,031	93	4,49,101	69	6,13,527	77	1,64,366	...
4th ditto	Villupuram-Guntakal	83	4,934	59	83	4,715	57	1,31,897	59	1,25,262	50	...	6,635
4th ditto	Bengal and North Western* (*g*)	649	51,451	79	691	66,060	97	22,20,750	128	22,09,196	123	...	20,554
	TOTAL	6,249	11,28,068	181	6,703	12,48,883	186	3,90,80,222	239	3,69,06,055	207	...	21,74,167
	State Lines worked by the State.							(*h*)		(*i*)			
11th October 1890	North Western	2,385	(*h*)5,30,511	226	2,399	(*i*) 4,42,464	184	1,40,47,708	219	1,28,92,686	201	...	11,55,082
4th ditto	Oudh and Rohilkhand	692	1,08,821	157	694	99,344	144	38,32,129	205	33,93,308	182	...	4,38,821
4th ditto	Lucknow-Sitapur-Serámau	105	4,289	41	105	3,096	38	1,64,235	58	1,57,987	56	...	6,248
4th ditto	Eastern Bengal	747	2,92,990	392	763	2,44,749	321	53,08,669	279	53,30,544	260	21,935	...
4th ditto	Bengal Central†	125	19,108	154	125	15,980	128	3,97,302	118	3,16,432	94	...	80,870
4th ditto	Nalháti	27	1,950	72	27	2,020	74	50,717	69	47,441	64	...	3,276
4th ditto	Wardha Coal (*j*)	45	16,719	372	45	21,315	474	3,93,670	339	5,02,030	434	1,08,369	...
4th ditto	Cherra-Companyganj	7	242	34	8	462	58	4,308	21	8,365	39	4,057	...
4th ditto	Jorhát	25	1,489	59	25	1,501	60	33,309	49	33,867	50	558	...
4th ditto	Burma (*k*)	553	79,870	144	550	93,823	169	23,16,852	156	25,06,325	169	1,89,473	...
	TOTAL	4,711	10,65,094	226	4,745	9,25,645	195	2,65,48,899	210	2,51,88,994	199	...	13,59,905
	Lines worked by Guaranteed Companies.												
4th October 1890	Great Indian Peninsula (*l*)	1,440	4,58,567	319	1,447	4,73,903	328	1,62,37,355	419	1,72,33,182	447	9,95,827	...
11th ditto	Bombay, Baroda and Central India	461	2,02,254	439	461	1,78,000	386	64,76,225	523	63,96,831	519	...	79,394
4th ditto	Madras	840	1,92,815	230	840	1,90,708	227	48,10,074	213	48,21,323	215	11,249	...
4th ditto	South Indian	654	1,05,032	161	654	1,12,152	171	36,59,598	174	32,11,047	184	1,51,449	...
	TOTAL	3,395	9,58,668	282	3,402	9,54,823	281	3,05,83,252	335	3,16,62,383	349	10,79,131	...
GRAND TOTAL (GUARANTEED AND STATE)		14,355	31,52,430	220	14,850	31,29,351	211	9,62,12,373	252	9,37,57,432	236	...	24,54,941
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	5,13,62,888	134	5,05,72,391	127	...	7,90,497
NET RECEIPTS		...	...	...	...	...	...	4,48,49,485	118	4,31,85,041	109	...	16,64,444
	Assisted Companies.												
11th October 1890	Tárakeshwar	22	5,825	265	22	3,717	169	1,45,066	241	1,42,293	237	...	2,773
27th September 1890	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 1,66,714	100	(*d*)1,56,243	93	...	10,471
27th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 2,44,617	121	(*d*)2,56,056	120	11,439	...
	TOTAL	22	5,825	265	22	3,717	169	5,56,397	124	5,54,592	125	...	1,805
	Native States Lines worked by Companies.												
4th October 1890	The Nizam's Guaranteed State	354	38,813	110	354	49,163	139	11,63,533	122	13,04,908	138	1,41,375	...
11th ditto	The Gaekwar's Dabhoi	59	1,983	34	72	3,040	42	69,332	44	1,10,250	62	40,918	...
11th ditto	The Gaekwar's Mehsána	27	634	23	27	600	22	28,267	39	24,057	33	...	4,210
11th ditto	The Gaekwar's Petlád	...	...	...	14	780	58	...	...	(*m*) 21,581	72	21,581	...
	TOTAL	440	41,430	94	467	53,583	115	12,01,132	100	14,60,796	117	99,664	...
	Native States Lines worked by the State.												
11th October 1890	Rájpura-Bhátinda	...	(*n*)	...	108	13,074	121	(*n*)	...	2,67,410	93	2,67,410	...
	Native States Lines.												
11th October 1890	Jodhpore	124	5,623	45	124	5,300	43	1,73,008	52	1,88,762	57	15,754	...
4th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	309	18,777	61	334	22,187	66	6,78,428	96	8,33,797	94	1,55,369	...
4th ditto	Morvi	68	3,021	44	94	4,574	49	1,02,747	80	1,61,719	64	58,972	...
	TOTAL	501	27,421	55	552	32,061	58	9,54,183	78	11,84,278	81	2,30,095	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 28th September 1889.
(*d*) Total receipts from 1st April to 27th September 1890.
(*e*) Includes the Ásansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmad, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 4th October 1890.
(*n*) Included with the North-Western Railway.

* Although for convenience classed among the State Railways, the Bengal and North-Western Section of this line is the property of the Bengal and North-Western Railway Company.

† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, *23rd October, 1890.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 44.} CALCUTTA, SATURDAY, NOVEMBER 1, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	11 13	11 13	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 4½	17 14⅜
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	19 12	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	11 5	12 14	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	143 0	143 0	14 3	14 3
Rangoon	7 6	7 6	...	...	9 4	9 4	11 2	11 2	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 13	10 13	12 6	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	11 4	11 5	15 4	16 5	...	...	...	...	...	...	...	...	10 2	10 5	...	...	...	...	221 12	221 12	15 12	15 12
Pegu (inland)—		*																								
Shwegyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	11 7	14 0	13 4	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 6	8 2	450 0	450 0	14 0	14 6
Henzada	...	...	...	...	10 9	10 9	10 9	10 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 14	10 5	13 15	14 12	...	...	...	...	...	...	...	...	13 3	11 14	...	...	9 6	9 6	193 3	193 3	14 3	18 14
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	19 2	13 6	...	...	11 11	10 12	13 13	13 13	...	...	...	...	...	...	...	...	16 0	16 0	32 3	32 3	...	...	326 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	10 14	10 7	...	...	10 5	10 13	11 4	12 3	...	...	...	...	...	...	...	...	10 0	9 7	24 0	28 0	9 3	8 5	120 0	63 0	16 4	19 0
Arakan—																										
Sandoway	...	...	...	...	27 0	25 0	36 0	33 3	...	...	...	...	...	...	...	...	...	...	20 5	...	...	...	469 11	469 11	14 0	12 14
Kyaukpyu	...	...	...	...	17 12	16 13	19 5	18 6	...	...	...	...	...	...	...	...	6 0	6 0	*	*	...	...	333 0	333 0	15 0	13 8
Akyab	...	...	...	...	14 8	14 0	18 0	17 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	120 0	120 0	8 0	8 0
Assam—																										
Surma—																										
Sylhet	9 0	10 4	...	...	10 10	10 10	12 4	13 0	...	...	...	...	...	...	...	...	16 0	15 2	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	8 14½	8 14½	...	...	10 10½	9 8	16 6½	11 0	...	...	...	...	...	...	...	...	13 5⅓	13 5⅓	...	...	...	...	80 0	80 0	9 11	9 6⅔
Khási and Jaintiá Hills	...	...	...	...	6 0	6 0	7 0	7 0	...	...	...	...	...	...	...	...	9 8	9 0	16 0	16 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	12 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Bengal—																										
Eastern—																										
Backergunge	...	...	...	...	11 8	11 10	12 8	13 4	...	...	...	...	...	...	...	...	16 0	17 12	...	...	12 8†	12 14†	100 0	100 0	11 0	10 10
Noakhally	...	...	...	...	11 0	11 0	12 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	11 0	11 0	15 0	14 12	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	110 0	110 0	10 0	10 0
Tipperah	11 7	11 7	...	...	8 14	8 6½	12 10½	12 5	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	...	...	9 6¼	9 6¼
Dacca	12 0	12 0	13 0	13 0	13 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	6 10½	6 10½	...	...	9 8	9 8
Mymensingh	10 0	11 8	...	...	10 8	11 0	13 4	13 8	...	...	...	...	...	...	...	...	15 0	14 0	...	...	12 0	11 14	120 0	90 0	9 8	9 8
Deltaic—																					‡	13 0	...	...	9 8	9 8
Khoolna	...	...	...	...	12 0	10 8	13 0	12 8	...	...	...	...	...	...	...	...	16 0	13 0	...	...	...	...	160 0	140 0	8 0	8 0
24-Pergunnahs	14 8	14 8	18 12	18 12	8 0	8 0	15 0	14 0	...	...	...	...	...	...	7 0	7 0	20 0	21 0	...	...	17 0	17 0	100 0	100 0	10 12	10 0
Midnapore	11 0	11 0	...	...	13 0	13 0	16 4	16 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	12 0	12 0	120 0	120 0	10 8	10 8
Howrah	...	...	...	...	10 0	10 0	13 4	13 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	12 8	13 0	100 0	100 0	10 8	10 8
Calcutta	13 8	13 9	17 3	17 4	8 14	8 15	12 12	13 1	16 0	17 6	10 10	11 3	...	...	8 9	8 2	17 8	18 11	18 10	18 2	15 12	16 10	92 8	92 8	10 8	10 7
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 4	15 10	20 0	17 12	12 3	11 6	14 8	13 0	...	...	...	...	...	...	...	...	23 12	21 5¼	...	...	16 13	18 13	...	...	9 13	9 13
Jessore	13 4	13 4	...	...	11 0	11 0	14 4	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	8 0	9 1
Furreedpore	15 0	15 0	20 0	20 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	15 0	15 4	20 0	20 0	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	17 0	27 0	26 0	18 0	18 0	240 0	240 0	10 4	10 4
Burdwan	14 10	14 8	...	...	12 6	12 0	16 5	15 15	...	...	...	...	...	...	...	...	18 12	20 0	...	...	20 0	20 0	100 0	100 0	11 2	10 14
Beerbhoom	17 0	17 0	...	...	13 8	13 8	16 8	16 8	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 8	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	23 8	23 8	...	...	17 12	17 12	200 0	200 0	11 4	11 4
Sonthal Pergunnahs	13 0	13 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	21 0	21 0	200 0	200 0	9 0	9 8
Pubna	18 0	18 12	...	...	7 2	7 0	16 2	15 6	...	...	...	...	...	...	...	...	18 12	18 12	...	...	17 4	16 8	200 0	200 0	8 11½	8 11½
Bogra	15 0	15 0	...	...	12 0	12 0	14 4	15 0	...	...	...	...	...	...	...	...	18 12	18 12	...	...	...	...	90 0	90 0	9 6	9 0
Rajshahye	17 4	15 0	24 0	22 8	12 0	12 0	14 4	13 8	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 10	18 12	240 0	240 0	9 9	9 9
Maldah	18 0	18 0	...	...	11 0	12 0	18 0	14 0	...	...	...	...	...	...	...	...	22 0	20 0	...	...	...	...	120 0	160 0	9 0	9 8
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 10	10 10	100 0	100 0	9 6	9 6
Dinagepore	15 0	15 0	18 0	18 0	12 0	12 0	15 8	15 8	...	...	...	...	...	...	...	...	21 0	21 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Jalpáiguri	13 0	14 0	16 0	16 0	8 0	8 0	13 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	200 0	200 0	9 0	9 0
Darjeeling	8 0	8 0	10 0	10 0	5 0	5 0	11 0	11 0	...	...	...	...	16 0	13 0	...	...	12 0	11 0	18 0	18 0	8 0	5 0	120 0	120 0	7 0	6 8
Orissa—																										
Pooree	11 13	11 8	...	...	13 6	13 6	21 0	21 0	...	...	...	...	...	...	...	...	13 2	13 2	...	...	13 2	13 2	80 0	80 0	9 13	9 13
Cuttack	14 7	15 12	...	...	10 8	10 8	18 6	18 6	...	...	...	...	...	...	...	...	14 7	14 7	...	...	19 11	21 0	80 0	80 0	10 0	10 0
Balasore	15 0	15 0	13 0	13 0	12 0	12 0	17 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	16 0	12 0	20 0	20 0	12 0	16 0	15 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	20 0	21 0	21 0	240 0	240 0	9 0	8 0
Manbhoom	13 5	14 8	13 0	...	13 0	13 0	21 0	19 0	...	...	...	...	...	...	...	...	16 0	17 5	...	...	17 0	17 0	200 0	200 0	9 14	9 14
Lohardugga	8 0 to 14 0	9 0 to 15 0	...	...	...	14 8	15 4 to 18 0	16 12 to 19 0	...	...	...	...	45 0	36 0	...	...	14 0	14 0	40 0	28 0	16 0 to 26 0	18 0	120 0	120 0	9 12	9 0
Hazáribágh	14 0	14 0	14 0	18 0	8 0	9 0	16 0	16 0	...	...	...	...	30 0	29 8	...	...	16 0	17 0	20 0	21 0	21 0	21 0	240 0	240 0	8 0	8 8

* Rı per 100 cobs.

† Khesari, husked.

‡ Not sold.

A 2

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1890—*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 tur, cadian pea (*Cajanus indicus*). Present fortnight.	Arhar, or tur, cadian pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Monghyr	16 8	17 13	21 0	21 0	11 4	11 8	13 4	14 11	...	...	...	...	...	...	14 11	14 11	21 0	23 1	21 0	22 0	16 12	17 13	147 0	168 0	10 3	10 3
Gya	15 0	15 8	18 8	20 0	11 0	11 0	14 0	15 0	...	...	...	...	...	...	16 8	15 0	19 0	18 0	...	...	19 0	19 0	189 0	200 0	9 2	9 0
Patna	15 12 to 16 12	15 12 to 16 12	20 0	19 8	10 0	10 0	15 4	15 5	19 0	19 8	...	...	...	25 0	18 0	19 8	19 8	19 8	19 0	20 0	19 8	20 0	110 0	140 0	10 0	10 0
Shahabad	15 0	16 0	20 0	20 0	8 0	8 0	14 12	15 0	20 0	...	...	...	...	...	...	...	19 0	20 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	18 0	18 0	...	...	14 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	15 0	15 0	...	130 0	9 8	9 8
Bhágalpur	17 11	17 11	21 7	21 7	10 1 to 12 10	10 1 to 12 10	13 14 to 15 2	13 7 to 15 2	...	...	...	...	...	...	...	...	21 7	22 3	22 6	26 14	18 15	20 3	138 14	125 3	10 1	10 1
Darbhunga	14 8	15 6	13 0	17 9	12 0	11 0	16 8	15 4	...	...	...	...	27 8	27 8	...	...	19 13	19 12	22 0	20 0	19 12	20 0	200 0	160 0	11 0	11 0
Mozufferpore	17 0	17 0	20 0	20 0	9 0	9 0	15 0	15 0	...	...	...	...	...	...	...	...	19 0	19 0	22 0	12 0	19 0	19 0	190 0	195 0	10 0	10 0
Sarun	16 0	15 12	17 12	18 0	8 8	8 4	13 2	12 14	...	...	...	...	19 8	20 0	14 0	16 0	18 8	18 4	18 0	...	18 4	19 4	160 0	120 0	10 8	10 4
Chumparun	17 0	17 0	19 0	22 0	10 0	9 0	15 8	17 0	...	...	...	...	28 0	...	...	...	19 0	21 0	20 0	...	18 0	21 0	160 0	160 0	10 0	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 8	13 0	14 0	17 0	7 0	8 0	12 0	12 0	14 0	17 0	15 0	17 0	...	...	10 0	12 0	16 0	18 0	17 0	18 0	18 0	22 0	100 0	100 0	10 0	10 0
Benares	14 1½	14 1½	16 0	16 8	10 13⅓	8 15	13 13	13 13	16 4	16 12	15 11½	19 4	...	...	14 8	14 0	17 1	17 14	19 0	19 8	18 7	19 0	120 0	120 0	10 6½	10 6¼
Ghazipur	14 3	14 3	16 12	16 12	7 1	7 1	11 0	11 0	18 0	18 0	11 9	14 2	25 12	25 12	19 5	19 5	18 0	18 0	18 0	18 0	20 10	20 10	129 0	129 0	9 10	9 10
Jaunpur	13 0	13 8	15 0	16 8	7 0	7 0	8 0	10 0	...	...	...	...	...	...	15 8	15 0	14 0	...	...	...	18 0	18 0	140 0	140 0	8 0	8 0
Allahabad	12 8	13 1	15 12	17 0	7 8	7 8	12 4	12 4	15 8	18 0	16 0	16 10	18 0	...	18 0	18 10	17 0	19 0	...	18 4	17 8	20 4	110 0	100 0	10 0	10 0
Central—																										
Bánda	12 14	14 8	16 12	19 0	8 2	8 0	14 12	14 8	17 4	20 0	15 4	16 8	...	...	...	...	16 12	18 12	...	...	14 12	16 0	180 0	180 0	10 8	10 8
Fatehpur	13 8	15 0	15 12	16 0	11 8	12 4	15 0	13 4	...	...	...	...	...	...	...	...	17 4	18 0	...	...	20 6	24 0	160 0	160 0	10 12	10 12
Hamírpur	13 12	15 0	18 0	16 0	9 0	9 0	11 0	11 0	15 8	16 0	...	...	...	...	...	...	17 13	19 0	...	...	19 8	22 8	140 0	140 0	10 8	10 4
Jalaun	15 0	16 0	18 0	20 0	9 0	9 0	10 0	10 0	18 0	21 0	18 0	20 0	15 0	15 0	16 0	16 0	18 0	21 0	18 0	18 0	22 0	23 0	140 0	140 0	10 0	10 0
Cawnpore	13 8	15 0	16 8	17 8	9 0	9 0	12 0	13 0	...	17 0	18 0	19 8	...	...	24 0	26 0	17 8	18 4	...	...	20 8	23 0	150 0	150 0	12 0	12 0
Etáwah	12 10	14 12	16 2	17 8	6 0	6 0	13 0	14 0	15 10	15 8	15 12	15 8	14 0	14 0	12 0	12 0	16 4	19 0	19 0	19 0	18 8	24 0	120 0	120 0	11 0	11 0
Farukhabad	13 0	13 0	16 8	15 0	6 4	6 0	9 4	8 0	...	...	...	...	...	...	...	...	16 8	16 8	17 0	...	17 12	18 8	130 0	120 0	11 4	10 8
Mainpuri	14 0	15 4	16 0	17 0	4 8	4 8	8 0	12 0	14 0	...	12 0	12 0	...	...	...	...	16 0	17 4	16 0	14 0	18 8	20 8	160 0	160 0	11 0	11 4
Etah	14 6	15 12	17 4	17 12	6 8	6 8	10 8	10 8	16 4	16 4	11 12	11 12	23 4	23 4	10 4	10 4	23 4	23 4	19 4	23 4	14 4	15 4	100 0	100 0	11 0	11 0
Western—																										
Lalitpur	14 8	15 4	19 0	22 0	9 0	9 0	11 8	11 8	17 8	18 8	15 0	15 0	24 0	22 0	21 0	24 0	16 4	18 4	21 0	21 0	12 0	12 12	160 0	160 0	10 4	10 0
Jhánsi	15 10	16 8	22 12	24 4	7 12	7 12	12 4	12 4	19 9	21 12	21 4	22 4	...	...	...	...	17 3½	19 4	...	...	23 4	...	180 0	180 0	10 8	10 8
Agra	14 0	14 12	17 8	19 0	5 0	5 0	9 0	9 0	18 0	18 0	18 0	18 6	...	...	17 0	17 0	18 8	18 8	17 0	...	19 0	17 0	100 0	100 0	11 8	11 8
Muttra	14 0	14 12	17 8	18 8	7 8	7 8	12 0	12 8	18 0	18 0	16 0	19 0	...	...	13 0	8 0	18 0	19 0	...	...	23 0	25 0	140 0	120 0	11 12	11 12
Allygarh	14 12	16 8	18 4	18 8	5 4	5 0	9 4	9 0	18 0	19 8	15 8	15 0	...	...	16 9	15 8	17 12	18 0	23 0	22 0	21 12	22 0	120 0	120 0	11 4	11 0
Bulandshahr	15 4	17 4	18 0	19 0	6 0	7 0	10 0	11 0	17 0	20 0	15 0	16 0	9 0	14 0	14 0	14 0	18 8	19 8	21 0	22 0	19 0	22 0	100 0	100 0	11 8	11 8
Meerut	16 0	17 0	19 0	20 0	5 0	5 8	13 0	12 0	21 0	22 0	18 0	18 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...
Sub-montane—																										
Delhi	15 12	15 8	18 0	18 10	9 8	9 4	14 4	14 4	18 10	...	...	...	20 8	20 8	14 4	14 4	18 10	18 10	18 10	...	19 4	19 4	140 0	140 0	10 8	10 4
Umballah	12 4	13 4	15 8	15 8	8 2	8 2	11 15	12 3	...	...	...	...	...	...	...	...	17 0	17 0	...	...	13 2	13 10	177 8	177 0	9 13	9 13
Kurnaul	14 6	15 4	17 1	18 0	9 0	9 0	13 8	12 15	...	...	...	...	18 0	18 0	12 8	13 8	16 10	18 0	...	...	17 1	18 0	140 0	140 0	9 10	9 10
Rohtuk	14 0	14 0	16 0	16 8	8 8	8 8	21 0*	21 8	10 0	10 0	...	...	12 0	12 0	8 0	8 0	16 0	16 0	...	...	16 0	17 0	120 0	120 0	10 0	10 0
Gurgaon	14 12	15 4	18 4	19 8	8 8	8 8	13 0	14 0	...	...	...	...	...	...	17 8	17 8	17 8	17 8	...	...	16 0	17 0	120 0	120 0	10 8	10 8
Karnal	14 4	13 12	18 0	18 8	7 4	6 0	13 0	13 8	17 8	17 8	16 0	15 0	...	...	20 0	...	18 0	18 0	18 0	...	17 8	18 8	200 0	192 0	11 4	11 4
Thanesar	13 4	15 10	19 6	21 4	12 12	13 12	14 0	16 4	16 14	16 4	...	...	...	...	...	...	17 3	21 12	20 0	...	...	...	130 0	130 0	10 14	10 14
Rohtuk	13 7	13 2	15 15	19 1	7 8	7 8	12 2	12 8	15 15	16 4	14 6	14 6	...	...	15 0	19 6	15 10	16 14	17 3	17 8	17 8	16 14	125 0	125 0	10 10	10 10
Delhi	16 4	15 0	18 0	22 0	9 0	8 0	14 0	15 0	19 0	16 8	16 8	16 8	...	...	...	15 8	18 0	19 8	19 4	20 8	18 0	22 0	150 0	150 0	11 4	11 4
Hissar	15 0	15 0	23 12	23 12	7 8	7 8	12 0	12 8	20 0	20 0	18 0	18 12	...	...	25 0	25 0	17 8	18 12	20 8	22 8	20 0	22 8	100 0	100 0	10 0	10 0
Rewaree	14 12	15 8	18 9	19 11	10 11	11 4	11 13	12 6	...	...	...	...	...	...	...	...	17 7	19 6	...	...	...	20 4	135 0	135 0	10 9	10 11
Gurgaon	16 13	17 12	18 12	19 12	6 9	6 9	11 9	11 9	19 13	19 12	12 2	12 2	12 2	12 2	8 13	8 12	19 4	20 5	17 10	17 10	13 5	13 3	132 0	132 0	10 0	10 13
Karnal	16 2	17 0	20 7	21 8	8 9	8 9	11 13	10 12	21 8	22 9	21 8	17 3	26 14	26 14	26 14	26 14	19 5½	21 0	23 10	23 10½	15 1	15 1	129 0	129 8	11 4	11 4½
Thanesar	13 8	15 0	16 8	19 0	6 0	6 0	10 0	8 0	18 0	16 0	14 0	14 0	14 0	...	...	...	15 0	17 0	16 0	13 0	18 0	18 0	160 0	160 0	10 0	11 0
Rohtuk	7 8	8 0	10 0	11 0	6 0	7 8	8 8	8 0	...	...	...	...	12 0	12 0	13 0	14 0	10 0*	10 0	...	...	7 0†	8 0†	120 0	200 0	7 0	6 0
Kaithal	12 8	12 8	16 0	16 0	8 0	8 0	10 0	10 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	13 10	14 2	17 0	17 2	11 5	11 5	13 2	12 5	...	...	...	...	21 0	21 0	...	...	16 8	16 10	...	...	15 0	14 0	180 0	180 0	9 5	9 5
Sultanpur	13 8	14 0	15 8	17 8	7 0	9 0	12 0	13 0	20 0	20 0	16 0	16 0	36 0	36 0	20 0	20 0	15 0	17 0	16 0	16 0	17 8	20 0	160 0	160 0	11 0	11 0
Rae-Bareli	14 12	15 8	17 8	18 0	7 0	7 0	12 12	13 0	14 0	15 0	12 8	14 0	22 0	22 0	17 0	16 0	18 0	21 4	23 0	16 0	20 8	25 0	180 0	180 0	10 0	10 0
Unao	13 0	15 0	16 0	17 0	8 0	8 0	11 0	11 0	...	...	18 0	17 0	16 0	...	...	...	16 0	18 0	...	...	15 0	16 0	160 0	160 0	11 0	11 0
Lucknow	13 12	14 8	16 0	18 8	6 0	6 0	11 6	11 8	...	16 0	15 0	17 0	...	...	22 0	25 0	15 0	16 0	17 0	16 0	19 0	21 8	120 0	120 0	10 8	10 8
Hardoi	15 8	16 0	19 0	20 0	7 0	7 0	12 0	14 0	...	...	...	...	30 0	...	30 0	...	17 0	19 0	20 0	...	12 0	15 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	13 9	14 0	15 12	17 14	10 4	10 10	11 8	12 0	...	13 0	15 4	16 0	16 8	17 0	15 0	15 8	15 12	16 4	18 0	18 0	17 0	18 8	110 0	110 0	9 0	10 0
Barabanki	13 4	14 10	16 0	20 1	9 0	9 8	10 0	11 1	14 0	15 0	15 0	16 0	20 0	24 0	17 0	17 0	16 4	17 0	19 0	16 0	19 0	21 4	120 0	120 0	10 8	10 8
Gonda	15 1	15 13	20 12	23 0	11 14	12 3	14 4	14 0	20 0	19 0	19 1	23 0	27 0	27 0	17 14	17 0	16 14	18 8	18 5	19 9	20 8	21 8	200 0	200 0	10 0	10 5
Bahraich	15 0	16 0	20 0	22 0	10 0	12 0	12 0	12 0	...	17 0	...	...	24 0	25 0	...	...	19 0	20 0	18 0	19 0	22 0	23 0	160 0	160 0	10 0	10 0
Sitapur	15 4	15 8	20 0	18 8	8 0	8 0	13 0	14 0	18 0	19 0	13 8	16 0	22 0	22 0	19 0	18 0	19 4	19 0	24 0	23 0	21 0	21 4	160 0	160 0	10 0	10 0
Kheri	16 0	15 12	21 0	20 8	8 0	8 0	14 0	12 0	...	...	...	...	24 0	...	...	...	20 0	19 8	...	...	23 0	23 8	120 0	120 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	14 1	15 5	21 4	22 8	6 14	6 14	9 6	9 6	21 4	21 4	12 8	13 12	...	...	...	...	17 8	20 0	18 12	20 0	27 8	27 8	...	...	15 4	15 3
Bánswára	23 9	24 7	25 0	25 0	7 8	8 12	12 8	15 0	...	...	...	...	...	...	...	...	25 0	27 0	31 2	35 10	20 0	17 8	...	...	8 13	10 0
Meywar (Oodeypore)	12 1⅛	13 4⅓	16 0½	19 8½	7 13	8 3¼	8 9½	8 9½	15 10	18 5½	14 1	14 1	*Nil*	*Nil*	12 8	13 4⅓	12 8	14 7¼	14 1	16 6½	9 12½	9 12½	160 0	160 0	9 12¼	9 12½
Sirohee	13 8	14 0	20 0	20 0	6 0	6 0	7 0	7 0	17 0	17 0	17 0	18 0	...	...	20 0	20 0	16 0	16 0	18 0	17 0	10 8	10 0	160 0	160 0	11 8	11 8
Erinpura	16 4	16 4	23 4	23 4	...	...	8 8	8 8	20 0	20 0	20 0	20 0	...	...	...	...	18 2	18 2	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	13 8	14 8	17 8	20 0	4 0	7 0	7 0	17 8	20 0	16 8	17 0	16 0	...	...	...	...	16 8	19 0	18 0	20 0	...	15 0	80 0	80 0	12 0	12 0
Abu	13 10	13 4	18 0	17 12	6 4	6 4	7 8	7 8	...	...	16 0	16 0	...	...	...	...	14 8	14 8	16 8	16 0	10 8	10 8	...	...	11 0	11 0
Kishengurh	15 4	13 4	18 8	20 4	9 0	9 0	10 0	18 4	19 8	17 12	17 12	...	...	...	...	...	16 8	19 4	18 4	18 4	...	...	82 0	...	13 0	13 0
Boondee	19 0	21 8	25 0	29 8	10 0	10 8	10 8	11 0	24 8	30 8	...	...	...	...	...	...	21 4	24 0	...	...	10 0	10 8	160 0	160 0	10 8	10 8
Kotah	19 0	19 0	26 0	27 8	6 8	6 4	8 0	7 8	25 0	27 8	14 0	16 8	...	...	...	...	25 0	25 0	17 8	17 0	17 8	20 0	240 0	240 0	10 0	10 0
Jhallawar	15 15	16 9	24 14	24 14	8 14	8 5⅓	11 12½	11 6	22 7	23 5	16 1	16 1	...	...	16 9	15 8	19 13	22 7	...	...	10 3	10 3	175 0	175 0	9 8	9 2½
Tonk	17 11	18 12	23 14	26 0	8 10	8 10	9 11	9 10	24 12	27 12	...	...	...	...	...	...	22 9	24 8	...	...	...	...	80 0	80 0	11 12	11 4
Jeypore	15 0	16 0	20 0	21 12	4 8	8 4	8 4	8 4	20 0	22 8	17 0	18 4	...	...	15 0	15 0	18-0 to 19 8	19-4 to 22 8	19 8	20 8	24 0	24 0	115 0	115 0	12 0	12 0
Kerowlee	15 0	15 15	18 12	20 5	10 0	10 0	11 4	11 4	18 12	19 12	15 10	16 4	...	...	13 0	16 0	16 0	18 2	...	...	21 4	23 12	210 0	210 0	10 10	10 10
Dholpur	14 3	15 6	18 6	19 12	8 4	8 6	10 2	10 2	18 1	19 10	17 0	18 10	...	...	15 3	15 12	17 0	18 8	...	...	24 2	29 6	90 0	90 0	11 12	11 11
Bhurtpore	15 4	16 2	19 8	21 12	6 12	6 12	8 4	8 4	17 4	17 8	16 4	17 0	...	...	13 12	12 12	18 4	19 0	20 0	18 0	22 0	22 0	260 0	240 0	11 12	11 12
Ulwur	16 0	17 2	20 9	22 4	8 0	7 12	10 0	9 11	23 7	21 5	16 2	16 8	...	...	11 8	11 8	19 10	20 4	21 0	20 14	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	15 8	17 8	23 0	26 8	4 0	4 0	7 0	7 0	22 0	25 8	20 0	17 1	...	...	...	...	21 6½	23 15	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	13 13	14 14½	18 14½	21 1½	7 8	7 8	8 8	8 8	20 6½	21 3	15 5¼	16 0	...	...	...	...	18 3¼	19 14½	19 14	21 0	12 3¼	12 8	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	15 8	15 0	19 0	21 0	...	...	14 0	12 8	...	...	...	...	...	...	...	...	14 0	14 0	20 0	19 8	...	...	§	§	11 8	11 8
Bálmer	13 4	13 0	...	...	5 0	7 6	7 6	...	...	...	18 14	17 14	...	...	...	...	13 0	9 0	...	...	...	...	260 0	260 0	14 0	13 4
Anádra	15 8	15 0	20 0	18 0	6 0	6 0	8 0	8 0	...	...	18 0	18 0	...	...	...	...	15 0	15 0	18 0	18 0	10 8	10 8	...	...	12 0	12 0
Shahpoora	16 12	17 0	25 12	26 0	7 0	7 0	11 4	11 4	24 4	24 4	20 0	20 0	...	...	...	...	22 0	22 0	25 4	25 12	...	...	160 0	160 0	11 8	11 10
Western—																										
Jodhpore	13 2	15 0	17 8	20 0	6 4	6 4	9 6	8 2	17 8	18 12	15 0	18 12	...	...	...	...	15 0	16 4	17 8	17 8	...	...	...	...	13 2	12 13
Jeysulmere	11 10	12 4	...	...	8 4	10 6	10 10	16 0	14 4	14 10	14 12	21 0	...	...	...	...	12 12	13 0	...	...	...	...	...	...	21 0	21 0
Bickaneer	12 2¾	11 10	...	...	2 14	2 14	6 4	6 10¾	...	...	16 11½	18 12½	...	...	...	...	16 8	18 8	...	...	8 0	8 0	100 0	100 0	12 0	12 8
Central India—																										
Indore	13 12	13 6	18 0	18 0	8 9	8 0	10 0	8 8	25 0	26 0	20 0	19 0	‡	‡	‡	‡	17 12	18 0	28 0	28 0	20 0	20 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	13 8	14 6	20 12	23 4	7 0	9 8	9 8	21 0½	23 1½	17 15	18 0	...	...	...	...	...	16 13	17 8	21 6	23 1	24 0	24 0	160 0	160 0	11 12	11 12
Baghelkhand (Sutna)	15 12	15 8	18 8	20 0	8 0	9 0	15 0	15 0	...	...	...	...	...	...	...	...	17 8	18 0	...	...	22 0	22 0	160 0	160 0	10 8	10 8
Goona	16 8	18 8	16 0	16 0	8 0	8 0	8 8	20 0	22 0	...	...	...	...	...	...	...	20 0	21 8	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	14 5	15 3	19 15	20 3	6 14½	6 14	8 8	8 12	19 0	19 14	17 10	17 12	...	...	17 0	17 0	13 9	13 15	19 0	19 14	14 14	15 0	149 0	159 0	11 15	11 15

* Unhusked. † Husked. ‡ Not sold. § Six pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1890—*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	16 0	17 0	23 0	25 0	...	...	10 0	10 0	20 0	20 0	19 0	22 0	†	†	†	†	23 0	24 0	19 0	20 0	†	†	120 0	120 0	11 4	11 0
Ferozepore	19 0	20 0	26 0	30 0	...	...	10 0	10 0	28 0	26 0	22 0	24 0	†	†	20 0	20 0	26 0	26 0	30 0	26 0	10 0	13 0	105 0	105 0	13 0	13 0
Montgomery	18 0	18 0	23 0	24 0	...	...	10 0	10 0	16 0	16 0	16 0	16 0	‡	‡	20 0	20 0	23 0	23 0	16 0	16 0	8 0	8 0	253 0	253 0	12 0	12 0
Central—																										
Gurgaon	17 0	16 0	19 0	20 0	...	...	10 0	10 0	19 0	20 0	17 0	19 0	†	†	†	†	19 0	20 0	19 0	20 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	16 0	16 0	19 0	21 0	...	...	13 0	13 0	20 0	20 0	15 0	17 0	†	†	13 0	13 0	19 0	20 0	15 0	15 0	20 0	20 0	90 0	90 0	11 0	11 0
Rohtak	17 0	17 0	21 0	21 0	...	...	10 0	10 0	19 0	18 0	17 0	17 0	†	†	16 0	16 0	21 0	22 0	20 0	16 0	20 0	18 0	120 0	120 0	10 0	10 0
Karnál	17 0	18 0	24 0	24 0	...	...	11 0	11 0	22 0	22 0	16 0	16 0	20 0	20 0	16 0	16 0	22 0	23 0	24 0	24 0	19 0	19 0	160 0	160 0	9 8	10 0
Lahore	18 0	19 0	26 0	27 0	...	...	10 0	10 0	25 0	27 0	20 0	20 0	‡	‡	23 0	26 0	23 0	25 0	23 0	23 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	17 0	19 0	22 0	24 0	...	...	11 0	12 0	23 0	26 0	18 0	18 0	20 0	20 0	8 0	10 0	21 0	24 0	22 0	24 0	18 0	20 0	120 0	130 0	13 0	13 0
Ludhiána	19 0	19 0	27 0	24 0	...	...	12 0	13 0	27 0	24 0	22 0	21 0	†	†	20 0	20 0	22 0	23 0	24 0	23 0	14 0	14 0	110 0	110 0	12 8	12 0
Jullundur	19 0	21 0	24 0	30 0	...	...	8 0	8 0	22 0	24 0	19 0	22 0	*	*	20 0	20 0	21 0	23 0	24 0	28 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	20 0	21 0	27 0	28 0	...	...	10 0	10 0	29 0	27 0	20 0	20 0	12 0	12 0	20 0	19 0	22 0	24 0	24 0	25 0	12 0	14 0	105 0	104 0	13 0	13 0
Gurdáspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	24 0	24 0	14 0	14 0	†	†	12 0	12 0	22 0	22 0	22 0	22 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	19 0	19 0	26 0	26 0	...	...	12 0	11 0	24 0	24 0	16 0	16 0	†	†	19 0	19 0	22 0	24 0	24 0	24 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	11 0	10 0	15 0	15 0	...	...	8 0	8 0	15 0	13 0	14 0	14 0	17 0	17 0	10 0	10 0	12 0	12 0	13 0	13 0	10 0	10 0	65 0	65 0	8 15	8 4
Kángra	17 0	17 0	25 0	23 0	...	...	12 0	13 0	13 0	13 0	10 0	10 0	22 0	24 0	6 0	6 0	17 0	17 0	22 0	18 0	11 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Sialkot	18 0	18 0	29 0	29 0	...	...	13 0	13 0	30 0	30 0	28 0	25 0	‡	‡	30 0	25 0	22 0	23 0	27 0	25 0	12 0	16 0	120 0	120 0	14 0	14 0
Gujránwála	20 0	20 0	31 0	30 0	...	...	14 0	14 0	26 0	27 0	24 0	24 0	†	†	25 0	24 0	24 0	24 0	24 0	25 0	†	†	105 0	105 0	13 0	13 0
Gujrát	21 0	21 0	28 0	28 0	...	...	11 0	11 0	27 0	26 0	24 0	26 0	†	†	12 0	12 0	23 0	22 0	27 0	24 0	†	†	120 0	120 0	14 0	14 0
Jhelum	21 0	22 0	28 0	30 0	...	...	10 0	10 0	25 0	26 0	24 0	25 0	*	*	*	*	21 0	23 0	28 0	28 0	*	14 0	120 0	120 0	14 0	14 0
Ráwalpindi	20 0	21 0	32 0	36 0	...	...	9 0	9 0	45 0	42 0	30 0	29 0	*	*	16 0	16 0	21 0	22 0	29 0	31 0	25 0	28 0	80 0	80 0	13 4	13 8
Hazára	21 0	21 0	34 0	36 0	...	...	11 0	12 0	‡	‡	‡	‡	†	†	‡	‡	17 0	18 0	32 0	32 0	†	†	100 0	100 0	11 0	11 0
Peshawar	19 0	19 0	33 0	36 0	...	...	11 0	10 0	35 0	34 0	25 0	24 0	†	†	23 0	22 0	19 0	19 0	32 0	31 0	29 0	29 0	100 0	105 0	42 0	40 0
Kohát	22 0	22 0	36 0	36 0	...	...	16 0	15 0	33 0	33 0	33 0	31 0	†	†	†	†	23 0	25 0	35 0	34 0	20 0	20 0	180 0	180 0	60 0	60 0
Western—																										
Shahpur	20 0	20 0	26 0	26 0	...	...	10 0	10 0	25 0	25 0	26 0	24 0	20 0	22 0	22 0	24 0	26 0	26 0	25 0	24 0	*	*	200 0	200 0	13 0	13 0
Jhang	18 0	18 0	26 0	25 0	...	...	9 0	9 0	16 0	18 0	16 0	16 0	24 0	24 0	23 0	22 0	18 0	18 0	18 0	16 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	27 0	27 0	...	...	12 0	12 0	24 0	25 0	22 0	21 0	†	†	21 0	24 0	19 0	21 0	20 0	22 0	†	†	90 0	90 0	13 0	13 0
Bannu	27 0	28 0	51 0	56 0	...	...	13 0	13 0	55 0	55 0	38 0	30 0	8 0	8 0	8 0	8 0	31 0	32 0	53 0	54 0	15 0	15 0	80 0	80 0	40 0	40 0
D. I. Khan	20 0	21 0	33 0	35 0	...	...	9 0	9 0	32 0	32 0	32 0	30 0	‡‡	‡‡	6 0	6 0	25 0	27 0	‡‡	‡‡	‡‡	‡‡	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	14 0	15 0	16 0	18 0	16 0	14 0	‡‡	‡‡	‡‡	‡‡	19 0	19 0	‡‡	‡‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khan	18 0	17 0	28 0	23 0	...	...	8 0	8 0	25 0	23 0	25 0	24 0	‡‡	‡‡	‡‡	‡‡	20 0	21 0	‡‡	‡‡	‡‡	‡‡	125 0	125 0	24 0	24 0
Sind and Baluchistan—																										
Karáchi	13 0	12 0	19 0	19 0	8 0	8 0	11 0	10 0	19 0	17 0	16 0	16 8	‡	‡	‡	‡	16 9	16 0	16 0	14 0	10 0	10 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	13 0	12 8	18 8	20 8	7 8	7 8	9 8	9 8	20 8	20 8	18 0	19 8	...	...	...	...	15 8	15 8	...	...	...	...	160 0	160 0	11 0	10 8
Thar and Párkar (Umarkot)	15 8	15 8	...	...	...	...	13 8	13 8	...	...	14 0	14 8	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Shikárpur	15 0	15 0	20 0	20 0	9 0	9 0	12 0	13 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	11 0	11 0	160 0	160 0	12 0	12 0
Jacobabad	14 0	14 0	19 8	19 8	7 12	7 12	8 10	8 10	20 13	20 13	23 12	21 8	...	...	...	...	17 6	17 6	...	...	9 8	9 12	155 0	155 0	11 6	11 6
Upper Sind Frontier	13 8	13 8	19 0	19 0	8 0	8 0	12 0	12 0	27 0	27 0	25 0	23 0	...	...	...	...	17 4	17 4	...	...	10 0	10 0	213 0	213 0	11 0	11 0
Quetta	14 0	14 0	15 8	16 8	5 0	5 0	7 8	7 5	18 0	18 0	15 0	...	...	...	...	...	13 4	13 6	13 0	13 0	...	...	64 0	64 0	8 0	8 0
Bombay—																										
Konkan—																										
Kanara	11 13½	11 11	...	...	7 0	7 0	12 4	13 0	14 8	14 8	14 0	14 0	26 0	26 0	...	...	12 0	13 8	...	...	11 8	11 8	213 5	213 5	11 0	11 0
Ratnágiri	9 14	9 14	...	...	8 9	8 9	11 5	11 5	15 10	15 10	11 0	11 2	16 7	17 7	...	...	14 0	14 0	...	...	10 14	13 10	120 0	120 0	9 4½	9 4
Colába (Alibág)	8 0	8 0	...	...	7 6	7 6	12 0	12 0	...	...	12 5	12 5	...	...	...	...	11 10	11 10	...	...	7 4	7 4	110 0	110 0	12 8	12 8
Bombay	10 11	10 15	19 0	18 1	8 0	7 14	11 6	11 9	18 5	17 5	15 6	15 5	17 14	16 6	12 4	13 4	14 11	14 13	18 8	19 8	9 13	10 8	67 3	67 3	11 3	11 3
Tanna (Salsette)	10 15½	10 5½	...	...	6 7	6 7	8 3	8 3	...	...	13 13	13 13	16 13½	16 13½	...	...	12 5	12 5	...	...	9 13½	9 13½	80 0	80 0	11 7	11 7
Deccan—																										
Dharwar (Hubli)	18 10	18 10	...	...	10 5½	10 5½	11 6	11 6	21 12	21 12	19 11	19 11	24 14	24 14	...	...	15 8	15 8	...	...	20 11	20 11	80 0	80 0	9 6½	9 6½
Belgaum	17 0	16 0	31 0	31 0	11 8	11 8	12 8	12 8	20 0	20 0	20 8	20 0	22 8	22 0	25 0	24 0	14 8	14 8	...	...	14 0	13 8	71 0	74 0	13 0	12 4
Satara	13 6	10 11	...	...	8 3	8 3	10 0	10 0	14 10	14 10	14 4	14 4	...	...	...	...	14 5	14 5	...	...	11 0	11 0	116 8	116 8	11 10	11 10
Sholapur	15 0	15 0	...	...	9 4	9 4	9 13	9 13	20 13	21 5	21 9	21 9	...	...	...	...	18 0	18 4	...	...	16 0	16 0	80 0	80 0	11 4	11 4
Bijápur	16 14	16 14	...	...	7 3	7 3	11 5	11 5	18 9	18 9	23 2	23 2	...	...	...	...	17 8	17 8	...	...	11 12	11 12	80 0	80 0	9 12	9 12
Poona (City)	11 8	11 8	13 9	13 9	8 9	8 9	9 13	9 13	15 4	16 5	14 15	14 15	16 6	16 6	...	...	13 13	13 13	..	...	18 0	18 0	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	13 4	13 4	...	...	7 6	7 6	9 1	9 1	19 6	19 6	17 5	17 5	...	...	...	...	17 5	17 5	...	...	26 3	26 3	80 0	80 0	13 2	13 2
Násik	16 9	17 4	...	...	10 8	10 8	11 4	11 4	...	...	18 11	18 11	25 0	25 0	...	...	14 8	14 8	...	...	14 4	13 12	106 8	106 8	13 13	13 8
Khandesh (Dhulia)	14 0	14 0	...	...	7 4	7 4	9 6	9 6	24 14	26 11	21 12	21 12	...	...	...	...	13 4	13 0	...	...	18 12	18 12	106 0	106 0	11 6	11 6
Guserat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	9 0	16 0	16 0	15 0	16 0	...	...	6 0	6 0	12 0	12 0	...	...	15 0	15 0	90 0	90 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	...	...	20 0	20 0	90 0	90 0	12 12	12 12
Kaira	11 13	12 4	20 0	18 12	7 4	7 4	10 0	10 0	16 0	14 0	15 8	15 4	18 13	18 13	...	...	14 8	15 0	24 0	18 12	...	...	100 0	98 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 11½	9 2	13 2	12 0	6 4½	6 4½	9 2	9 2	15 6	15 6	14 4½	13 11½	17 2	17 2	...	...	12 0	12 0	...	...	12 0	12 0	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	13 0	12 0	21 0	20 0	7 0	7 0	10 0	10 0	16 0	16 0	18 0	16 0	...	...	...	...	16 0	16 0	20 0	20 0	11 8	11 8	80 0	80 0	13 8	13 8
Panch Máhals (Godhra)	10 0	10 0	...	...	8 0	8 0	8 7	8 7	20 0	20 0	16 0	16 0	24 ¶	14 7	...	...	14 6	14 6	23 5	23 5	10 5	10 5	160 0	160 0	12 2	12 2
Deesa Cantonment	14 0	14 0	...	...	6 0	6 0	8 0	8 0	14 8	14 8	18 7	16 15	...	...	...	...	18 0	17 5	...	...	13 0	13 0	145 0	150 0	11 8	11 8
Kattywar—																										
Rájkot	15 8	14 12	...	...	6 0	6 0	10 0	9 0	17 0	17 0	15 0	15 0	...	...	...	...	14 8	14 8	...	...	8 0	8 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	24 13	24 13	...	...	...	...	...	...	15 2	15 2	...	...	11 10	11 10	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	8 13	9 0	10 8	10 8	23 0	22 11	23 0	22 11	...	...	16 0	16 0	14 8	14 8	...	...	13 0	13 5	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	18 0	18 0	140 0	140 0	9 0	9 0
Betúl	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 12	...	...	13 1	13 1	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 13	28 13	...	...	...	...	...	...	17 9	17 9	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 7	8 7	9 11	9 11	21 4	21 4	...	...	...	...	...	...	19 11	19 11	...	...	17 8	16 4	110 0	110 0	9 3	9 13
Wardha	20 0	20 0	...	...	8 0	8 0	10 0	11 7	26 11	26 11	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	15 12	15 12	...	...	9 3	9 3	12 10	12 10	...	...	...	...	...	...	...	...	19 12	19 12	...	...	22 4	22 4	120 0	120 0	9 2	9 2
Saugor	13 12	13 12	...	...	8 8	8 8	9 7	9 7	...	...	...	...	...	...	...	...	15 3	14 9	...	...	17 1	17 1	140 0	140 0	9 2	9 2
Damoh	18 4	18 4	...	...	11 10	11 10	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 0	16 0	...	...	9 4	9 12	12 0	11 12	16 0	15 0	...	...	...	...	...	...	18 0	20 8	...	...	13 4	13 4	110 0	120 0	9 0	9 0
Mandla	21 0	22 8	...	...	13 0	13 0	17 0	16 0	...	...	...	...	...	...	...	...	30 0	32 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Seoni	19 8	19 8	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	19 8	19 8	...	...	15 7	15 7	180 0	180 0	9 2	9 2
Bálághát	19 11	19 11	...	...	13 2	13 2	16 9	16 9	...	...	...	...	...	...	...	...	22 13	22 13	...	...	18 12	18 12	136 0	136 0	8 0	8 0
Bhandára	18 12	18 12	...	...	9 0	...	12 8	12 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 12	18 12	200 0	180 0	9 2	9 2
Chánda	15 7	15 7	...	...	...	...	11 13	11 13	18 0	18 0	...	...	...	...	...	...	19 3	19 3	...	...	18 0	18 0	320 0	320 0	10 0	10 0
Eastern—																										
Biláspur	22 7	22 7	...	...	13 8	13 8	26 3	15 8	...	...	...	...	...	...	...	...	20 2	20 2	...	...	30 10	28 0	100 0	100 0	8 0	8 0
Raipur	20 12	20 12	...	...	11 5	11 5	16 8	18 4	...	...	...	...	...	...	...	...	18 13	21 5	...	...	23 10	27 10	64 0	64 0	10 0	10 0
Sambalpur	21 0	19 4	...	...	14 14	14 0	20 2	19 4	...	...	...	...	...	...	...	...	14 4	14 4	...	...	13 0	15 0	120 0	120 0	8 5	7 14
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	25 0	26 0	24 0	24 0	...	...	...	...	16 0	16 0	...	...	16 0	16 0	§	§	9 0	9 0
Basim	15 14	16 10	...	...	7 5	7 12	9 14	10 0	22 0	21 15	20 0	20 0	...	...	...	...	16 7	17 0	...	...	17 0	17 5			9 9	9 6
Akola	15 0	14 0	...	...	7 0	7 0	8 0	8 0	23 0	23 0	16 0	16 0	...	...	...	...	14 0	15 0	...	...	15 0	15 0			10 8	10 8
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			9 8	9 8
Amráoti	15 10	15 10	...	...	6 0	6 0	8 0	8 0	25 12	24 3	16 0	15 6	...	...	...	...	14 12	15 10	...	...	16 0	16 0			9 0	9 0
Wún	16 0	16 4	...	...	8 0	8 0	10 0	10 0	23 0	23 0	...	...	...	...	...	...	16 0	17 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 8	7 8	11 4	10 14	19 12	[illegible]	...	...	...	...	...	...	16 5	15 15	...	...	20 11	21 7	125 0	125 0	9 4	9 4
Boláram	13 6	13 4	...	...	7 9	7 9	9 7	9 5	17 10	[illegible]	...	...	...	...	...	...	17 7	17 7	...	...	...	...	116 14	119 14	9 7	9 7
Chadarghat	11 0	10 0	...	...	7 0	8 0	9 8	10 8	[illegible]	[illegible]	...	...	...	...	...	...	13 8	17 8	...	...	...	...	120 0	120 0	9 0	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE LAST HALF OF SEPTEMBER 1890—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT. Present fortnight. S. Ch.	WHEAT. Past fortnight. S. Ch.	BARLEY. Present fortnight. S. Ch.	BARLEY. Past fortnight. S. Ch.	RICE, BEST SORT. Present fortnight. S. Ch.	RICE, BEST SORT. Past fortnight. S. Ch.	RICE, COMMON. Present fortnight. S. Ch.	RICE, COMMON. Past fortnight. S. Ch.	JOWAR OR CHOLUM (*Sorghum vulgare*). Present fortnight. S. Ch.	JOWAR OR CHOLUM (*Sorghum vulgare*). Past fortnight. S. Ch.	BAJRA OR CUMBU (*Pennisetum typhoideum*). Present fortnight. S. Ch.	BAJRA OR CUMBU (*Pennisetum typhoideum*). Past fortnight. S. Ch.	MARUA OR RAGI (*Eleusine coracana*). Present fortnight. S. Ch.	MARUA OR RAGI (*Eleusine coracana*). Past fortnight. S. Ch.	KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*). Present fortnight. S. Ch.	KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*). Past fortnight. S. Ch.	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*). Present fortnight. S. Ch.	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*). Past fortnight. S. Ch.	MAIZE (*Zea Mays*). Present fortnight. S. Ch.	MAIZE (*Zea Mays*). Past fortnight. S. Ch.	ARHAR, OR THÚR, CADJAN PEA (*Cajanus indicus*). Present fortnight. S. Ch.	ARHAR, OR THÚR, CADJAN PEA (*Cajanus indicus*). Past fortnight. S. Ch.	FIREWOOD. Present fortnight. S. Ch.	FIREWOOD. Past fortnight. S. Ch.	SALT. Present fortnight. S. Ch.	SALT. Past fortnight. S. Ch.
West Coast—																												
Malabar	9 0	9 0	...	...	10 2	10 2	10 8	10 8	...	...	*	*	*	*	...	...	14 0	13 8	9 4	9 4	...	...	5 9	5 9	110 0	110 0	8 8	8 0
S. Canara	8 8	8 8	...	...	11 2	11 2	12 13	12 13	...	...	*	*	19 4	21 14	33 0	32 8	6 3	6 3	8 0	8 0	...	...	5 9	5 9	65 5	65 5	32 6	32 0
South, central—																												
Coimbatore	11 8	12 5	9 0	9 0	11 5	11 5	11 13	11 13	19 10	...	*	*	19 2	19 0	29 0	...	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Nilgris	9 14	9 14	...	...	8 13	8 13	9 10	9 10	20 13	20 0	19 2	15 6	23 2	21 10	29 6	26 3	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Salem	10 3	10 3	...	...	10 13	10 13	12 13	12 13	22 5	22 5	24 10	24 10	18 14	18 6	23 13	23 13	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Central—																												
Bellary	15 6	15 6	...	...	12 5	12 5	13 3	13 3	28 0	27 13	*	*	22 5	23 8	31 11	29 6	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	25 13	22 10	23 2	31 11	29 6	29 6	26 3	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Cuddapah	13 3	13 3	...	...	11 10	11 10	12 14	12 14	24 2	24 2	*	*	23 13	21 13	29 6	26 3	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Kurnool	14 0	14 0	...	...	10 11	10 11	11 2	11 2	26 6	26 0	23 13	19 11	29 6	26 3	29 6	26 3	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
East Coast, north—																												
Ganjam	10 6	10 6	...	...	12 10	12 10	13 3	13 3	18 6	18 6	*	*	18 2	18 0	25 3	23 2	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Vizagapatam	12 0	11 8	...	...	11 2	11 2	12 11	12 11	22 11	22 11	23 8	23 8	32 0	32 0	32 0	32 0	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Godavari																												
East Coast, central—																												
Kistna	10 10	10 10	...	...	10 5	10 5	11 0	11 0	18 6	18 6	*	*	19 0	19 0	...	...	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Nellore	9 6	9 6	...	...	10 2	10 8	10 10	10 10	23 2	23 2	23 8	23 8	29 6	29 6	29 6	29 6	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
East Coast, south—																												
Madras	8 10	8 10	...	...	10 5	10 5	10 10	11 5	21 10	21 10	23 8	23 8	29 6	29 6	29 6	29 6	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Chingleput	8 13	8 13	...	...	10 2	10 8	10 10	11 5	21 14	21 14	23 8	23 8	29 6	29 6	29 6	29 6	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
N. Arcot	10 10	10 10	...	...	10 6	10 6	10 10	11 5	21 14	21 14	23 8	23 8	29 6	29 6	29 6	29 6	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
S. Arcot	10 10	10 10	...	...	10 6	10 6	10 10	11 5	21 14	21 14	23 8	23 8	29 6	29 6	29 6	29 6	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Tanjore	9 3	9 3	...	...	9 8	9 8	10 0	10 0	17 12	17 12	*	*	16 3	16 3	20 3	20 3	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Trichinopoly	10 2	10 2	...	...	9 11	9 11	10 2	10 2	17 13	17 12	16 3	16 3	20 3	20 3	20 3	20 3	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Southern—																												
Tinnevelly	11 4	11 0	11 12	...	9 0	9 4	10 0	10 0	33 0	29 0	18 0	18 0	25 8	25 8	33 0	32 8	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Madura	12 3	11 12	10 8	10 1	8 8	8 8	9 8	9 8	25 0	25 0	...	...	27 8	26 0	33 0	32 0	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Mysore—																												
Mysore	...	12 0	11 0	10 0	10 0	10 0	11 0	11 0	28 2	24 13	...	...	30 0	30 0	40 0	36 0	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Bangalore	11 0	11 0	11 8	11 0	10 8	10 8	12 0	12 0	25 13	25 13	...	...	31 8	31 8	40 0	36 0	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Kolar	14 11	13 10	12 0	11 0	10 8	10 8	12 0	12 0	25 3	25 3	...	...	30 7	30 7	40 0	36 0	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Tumkúr	14 0	13 0	15 0	15 0	11 0	11 0	12 0	12 0	32 0	32 0	24 0	24 0	32 0	32 0	40 0	36 0	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Hassan	9 0	9 0	8 0	8 0	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	10 3	10 3	13 8	12 8	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Kadur	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	10 3	10 3	13 8	12 8	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Shimoga	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	10 3	10 3	13 8	12 8	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Chitaldroog	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	10 3	10 3	13 8	12 8	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Coorg—																												
Coorg	9 0	9 0	8 0	8 0	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	10 3	10 3	13 8	12 8	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	10 3	10 3	13 8	12 8	9 4	9 4	10 6	10 6	18 0	18 0	16 0	16 0	...	...	...	...

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for September 1890.

During the month of September the south-west monsoon current retreats from the north-west and central parts of the country, and the winds, both on the Bengal and Bombay sides of India, become lighter and more variable. These changes are accompanied ordinarily by considerable changes of weather in all parts of India. In normal years the withdrawal of the monsoon, from the north-west and centre, is effected gradually, the rain slowly becomes lighter, and finally ends about the middle of the month in scattered showers. After the 15th in normal years the rain altogether ceases and the weather becomes fine and bright, with a very perceptible fall of temperature—more particularly at night. Over the Bay area, including Burma, Assam and Bengal, the rainfall certainly becomes lighter and the force of the wind decreases, but the change is less marked than in Upper India, and throughout the month rain is of almost daily occurrence. Over the Bay itself, coincident with the decrease in the wind force, the liability to important cyclonic storms increases. On the West Coast the only important change is the weakening of the monsoon current, which is accompanied with less rain and a less extent of rainfall area. Occasionally it happens that the gradual withdrawal of the monsoon current, as described above does not take place, but the change occurs suddenly and abruptly. This was the case last year, when the monsoon current on the Bombay Coast and over the Arabian Sea collapsed with great suddenness, being completely interrupted by a large diffused area of depression which existed over the central parts of the Arabian Sea. On this occasion also the Bay branch of the monsoon fed into a series of depressions which formed over the Bay and prevented all flow of moist monsoon winds into Upper India. Thus the whole of North-Western and Central India during September last year was cut off from all incursions of rain bearing winds, and the result was the sudden and complete cessation of the summer rainfall at an exceptionally early date. Early in September of the present year it seemed probable that the experience of 1889 was to be repeated. The charts of the first ten days of the month showed very uniform pressures existing over India, abnormally light and variable winds on the West Coast and over the Bay, while the rainfall was confined to scattered showers over the Peninsula, Burma and Bengal. In Northern and North-Western India, *i.e.*, over the whole country north of a line joining Kurrachee and Hazaribagh and west of a line running through Hazaribagh, Gya and Patna, there was practically no rain from the 1st to the 12th. After the latter date a depression began to form over the Bay. Gradients increased and the monsoon winds commenced to strengthen. At first this change was only felt over the Peninsula and the central parts of the country, where rain became general, but by the 14th, when the depression from the Bay had advanced north-westward and covered the Circars, Orissa, the Central Provinces and the North-West Provinces, the rainfall extended and was reported from all parts of the country, except the Punjab plains. The depression noticed above, after passing through a period during which it alternately increased and diminished in

intensity, gradually filled up, and though heavy rain continued to fall in the Gangetic plain, the extent of the rainfall area gradually fell off.

On the 20th there was again no rain over the region running from Sind to Behar noticed above, but on the 22nd a fresh disturbance appeared over the Bay which produced the same distribution of pressure and circulation of the winds as did the former depression. Heavy rain again set in, and as the centre of the storm travelled first to the Central Provinces, then to the North-West Provinces and Behar and subsequently to North Bengal, rain fell over nearly the whole country, but most particularly and most heavily within the track of the storm. This depression left the weather in an unsettled state—a condition which lasted till the close of the month.

This summary shows briefly that at the commencement of the month conditions existed which promised an early and complete cessation of the rains and which in fact occasioned a break in the rains of at least ten days' duration over the greater part of Northern and Central India, that after the 14th a series of storms formed over the Bay, which by increasing the gradients and causing an indraught of moist winds caused the recommencement of the rains, and that unsettled weather continued till the close of the month.

Strength of the monsoon currents.

The logs of the mail steamers, which crossed the Arabian sea from Aden to Bombay during the month, show that the monsoon current was stronger at the close than at the commencement of the month. The steamer which arrived on the 6th experienced light following winds, fine weather and a smooth sea, and that which reached Bombay on the 13th sent in a similar report, while on the contrary the steamers in the latter half of the month had a moderate south-south-west to west monsoon, with rain at times and a long southerly swell. On the Indian Coasts this increase of the monsoon current was also marked. The following table shows the strength of the wind in miles per hour at several stations for different days during the month:

Stations.	1st.	8th.	15th.	22nd.	29th.
Kurrachee	17	16	16	21	17
Bombay	10	6	15	13	9
Karwar	2	1	1	3	3
Colombo	9	13	10	11	9
Madras	5	2	5	7	5
False Point	7	6	8	5	7
Saugor Island	8	6	8	10	18
Diamond Island	5	8	7	4	4
Mean	8	7	9	9	9

These figures show in several instances that the energy of the monsoon was greater in the latter than in the earlier half of the month.

For the whole month the following table shows the mean force of the wind at the West Coast stations compared with the normal:

Stations.	Average velocity of wind in miles per hour, September 1890.	Average velocity of wind in miles per hour, August.
Kurrachee	16	15
Rajkot	9	8
Bombay	10	12
Ratnagiri	6	8
Karwar	3	?
Mangalore	2	2

This table shows that on the average of the whole month there was very little variation.

In the Bay of Bengal, on the contrary, the departure from the normal was larger, and the winds were much above their usual strength.

The following table gives data:

Stations.	Average velocity of wind in miles per day, September 1890.	Average velocity of wind in miles per day, September.
Chittagong	74	109
Saugor Island	286	241
Balasore	77	?
False Point	233	190
Puri	241	?
Gopalpore	240	173

Barometric depressions and cyclonic storms of the month.

There were only three depressions during the month, and of these only one was large and important:

(1) *Shallow depression of the 9th to 12th.*—This disturbance formed over the central parts of the Bay off the North Madras Coast on the 9th, and travelled slowly up the Coast as far as Orissa between the 9th and 12th. It was accompanied with feeble winds and only slight rain in its immediate neighbourhood.

(2) *Depression of the 14th to 19th.*—On the 14th a large shallow depression lay over the Circars, Orissa, the Central Provinces and the North-West Provinces. It was a shallow diffused disturbance without definite centre, but occasioned a well marked cyclonic circulation of the winds and was accompanied with general, moderately heavy rain. On the 15th a well defined centre had been

developed over Orissa and the Circars, and rain had continued and become heavier. On the 16th the depression had begun to fill up, and on the 17th it had become very slight. On the 18th there occurred a slight intensification, but by the 19th the storm had practically disappeared. This storm hardly moved its position, but the area affected by it was large, and the rainfall and cyclonic circulation of the winds connected with it extended over the greater part of the country.

(3) *Storm of the 22nd to 28th.*—This was the most severe storm of the month. It originated over the centre of the Bay to the east of Vizagapatam. It crossed the Circars Coast between Vizagapatam and Gopalpore, and the centre was close to Raipur on the 24th. It advanced to Seoni by the 25th, after which it began to recurve to north and north-east. On the 26th the centre lay just to the east of Jubbulpore, on the 27th near Hazaribagh and on the 28th near Purneah. After this date there was no distinct centre. When the storm was in its best developed condition, the abnormal depression of the barometer was about 0·2″. The cyclonic circulation around the centre was strong, and the rainfall along the track was heavy.

Pressure.—The variations of pressure on the mean of the month were small in all parts of India. There was a slight excess over North-Western India, including Bombay and Khandeish, over Bengal, over Assam and over Upper Burma, and a slight deficiency over Behar, Chota Nagpur, the Central Provinces and the east, centre and south of the Peninsula.

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.	July.	August.	September.
Burma	+·021	+·024	—·010	—·009
Bengal	+·013	—·001	—·003	+·005
Assam	+·015	—·003	—·012	+·012
Behar and Chutia Nagpur	+·007	—·014	—·009	+·005
North-Western Provinces	—·008	—·021	0	+·009
Punjab	—·015	—·046	—·008	+·001
Sind and Rajputana	—·016	—·022	+·008	+·015
Central India	—·012	+·001	+·009	+·007
Central Provinces	+·008	+·013	+·013	—·008
Bombay	+·002	+·019	+·012	0
Madras	—·008	+·023	—·006	—·017

This table shows that the barometric anomalies continue small, but that there has been some change in the relative distribution of pressure. The increased deficiency in Madras and the excess in Northern India generally are the more important of these changes.

Temperature.—The temperature conditions for the month call for little remark. The first part of the month, when the rainfall was light, was warmer and the latter part, when rainfall was general, was cooler than usual. During the passage of the third depression noticed above, when some days of incessant rain were reported over Northern India, the depression of the day temperatures was exceptionally large.

The variations of the mean temperature from the normal from week to week and for the whole month for different districts are shown 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.
	8th.	15th.	22nd.	29th.	
	°	°	°	°	°
Burma	+0·7	+0·4	—0·6	—1·1	—0·1
Bengal	+2·1	+0·9	—0·5	—3·7	—0·3
North-Western Provinces	+2·5	+1·7	—1·0	—4·2	—0·3
Punjab	+0·2	—0·4	+1·3	+0·3	+0·2
Bombay	—0·1	—0·4	—0·3	—0·8	—0·4
Central Provinces and Berar	+1·7	+2·3	+0·7	—3·6	+0·1
Guzerat and Central India	—0·2	+1·6	—0·1	—2·0	—0·2
Sind and Rajputana	+1·0	+1·5	+1·3	—0·4	+0·7
Madras	—0·2	—0·7	—1·3	—0·7	—0·7

Rainfall.—The rainfall of the month has been largely dealt with in the preceding sections. The dry period at the commencement of the month, its interruption about the middle of the month and the rainy period which followed have each been noticed, and it only remains to note the effect which these two periods exercised on the total amount registered during the month compared with the normal. The table which concludes this summary shows that over the greater part of the country dry weather predominated. In Sind and Cutch no rain whatever fell throughout the whole period. All over Western India, commencing with the west of Ceylon and running up through Malabar, the Konkan, Guzerat and so on to the Punjab, the total fall was largely deficient. Immediately to the eastwards of this region, *viz.*, in Mysore, Bellary, Hyderabad, the Deccan, Berar and Khandeish the fall was slightly deficient and further to the eastward in the Carnatic, the North Circars, Orissa and the Central Provinces the deficiency disappears and an excess takes its place. In North-Eastern India the

variations are somewhat irregular. North Bengal shows a moderate excess, while Behar, Assam, Lower Bengal and Burma, on the contrary, show a considerable 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.	No. of stations.	Normal average rainfall in September.	Actual average rainfall in September 1890.	Difference from the average in September 1890.
Punjab, West	8	2·26	0·94	— 1·32
„ East	4	3·92	2·67	— 1·25
North-Western Provinces, Trans-Gangetic	8	7·07	7·32	+ 0·25
„ „ Cis-Gangetic	4	5·23	6·86	+ 1·63
Behar	2	6·92	5·48	— 1·44
North Bengal	6	14·32	16·11	+ 1·79
Assam—Cachar	3	13·44	12·24	— 1·20
Lower Bengal and Chutia Nagpur	10	10·61	9·15	— 1·46
Orissa—North Circars	8	8·25	9·73	+ 1·48
Central Provinces, South	7	9·54	11·48	+ 1·94
Berar—Khandeish	2	6·31	5·15	— 1·16
Rajputana, Central India, Saugor, and Nurbudda	9	5·03	5·10	+ 0·07
Sind—Cutch	3	0·57	0	— 0·57
Guzerat	3	5·26	3·06	— 2·20
Konkan	4	10·67	5·33	— 5·34
Deccan—Hyderabad	6	6·36	5·31	— 1·05
Malabar	5	10·29	5·62	— 4·67
Mysore—Bellary	4	5·04	3·82	— 1·22
Carnatic	8	3·77	3·83	+ 0·06
Burma	8	18·64	16·10	— 2·54
Ceylon	1	4·67	1·35	— 3·32

W. L. DALLAS,

SIMLA, *22nd October, 1890.* for *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, October 27th, 1890.

The past week has been marked by the establishment of cold weather conditions of pressure and winds over the Indian region. The barometer rose rapidly in North-West India, and the region of highest pressure was found over the Punjab. At first this charge was accompanied with steep gradients over the Punjab, but as the week advanced, the area of high pressure extended south-eastward towards the central parts of the country. Readings became more uniform, and by the middle of the week the charts showed a large area of relatively high pressure over the Punjab, Sind, Rajputana and Central India, whence readings decreased slowly to areas of relatively low pressure over the Bay and off the West Coast of the Peninsula. The weather during the week has been undisturbed by any considerable cyclonic storm and over by far the greater part of the country has been fine and clear, but from the 25th to the close of the week, under the influence of the retreating sout-west monsoon current, the south of the Peninsula has received general moderate rainfall, and on the morning of the 27th a small depression was shown over the Gulf of Manaar, which was giving heavy rain and rough weather to Negapatam, Trichinopoly and Madura. The large amount of fresh snow which fell during the disturbance in the North-West at the beginning of the week had an important effect on the weather depressing the temperature throughout the whole country. In Baluchistan the night temperatures fell below 32° on the 21st and on the 27th nearly 5° of frost were reported.

The chart of the 21st showed that the barometer was rising everywhere. The change had been rapid in the North-West, and a strongly marked high pressure area had been formed in the north-west of the Punjab. Pressure was lowest over the east of the Bay. A north-easterly current of wind was blowing over Assam, North Bengal and North-West India, and the winds were cyclonic around the Bay. Elsewhere the directions were variable. Snow on the hills and rain on the plains of North-West India were reported, while showers had fallen in Burma and at Calcutta and Saugor Island. Elsewhere the weather was fine. By the morning of the 22nd the high pressure area from the Punjab had extended and covered the whole of North-West India, the west of the Central Provinces and Khandeish. In other respects the distribution was little changed. The wind in most parts of the country had the usual cold weather directions. Rain had fallen in Burma and at Dacca, Calcutta, Simla, Sialkot, Peshawar, Mercara and Madura. In all other places the weather was fine. On the 23rd and 24th there was no important change. The only rainfall was in East Bengal and parts of Burma. On the 25th the low pressure area over the Bay apparently underwent intensification and advanced southward. With this change rain set in over the Carnatic. At first the fall was light and confined to a few stations, but on the 26th there occurred an increase in the extent of the rainfall area which by the 27th covered the whole of the south of the Peninsula. During this period the weather over Northern and Central India calls for no remark, as it was fine and settled throughout, with the normal distribution of pressure and circulation of the winds.

Temperature.—The cool weather which prevailed over India during the preceding week continued during the week under review. The least depression of temperature was on the 24th; the greatest on the 27th. In the Punjab, the Central Provinces, Guzerat and Central India the mean temperature of each day of the week was below the normal, Burma, Bengal, the North-West Provinces, Sind and Rajputana each had one day on which there was a trifling excess of temperature when compared with the average, while Bombay had two days and Madras six days of excessive temperature.

The following table shows the variations in the mean temperature according to Provinces for the present and for the past week :

PROVINCES.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
Burma	— 1·5°	— 0·9°
Bengal	— 2·9°	— 1·0°
North-West Provinces	— 1·6°	— 2·1°
Punjab	— 0·6°	— 2·9°
Bombay	— 0·1°	— 0·5°
Central Provinces	— 0·1°	— 1·1°
Guzerat and Central India	— 0·3°	— 3·0°
Sind and Rajputana	+ 0·6°	— 1·7°
Madras	+ 0·7°	+ 1·0°

The above table shows that compared with last week and with the normal for the respective periods the mean temperature has risen over North-East India and Madras and fallen elsewhere.

Rain.—The daily distribution of rainfall has been described in the preceding sections. The rainfall of the week was attributable to two sources. First the large atmospheric disturbance which resulted in the establishment of the area of highest pressure in North-West India—a disturbance which was accompanied with much snow on the hills and some rain on the plains of North-West India—and second the cyclonic conditions prevailing over the Bay area and the retreat of the south-west monsoon current to the Carnatic. These conditions occasioned rainfall over all the countries surrounding the Bay, but more particularly over the south of the Peninsula. The concluding table of the summary shows that in nineteen of the rainfall divisions there was no rain whatever throughout the week. These divisions covered Chota Nagpur, North Bengal, North Behar, the whole of the North-West Provinces except the submontane division, the whole of the Central Provinces with Berar and Khandeish, Central India, Rajputana West, Guzerat, Kattiawar, Sind and Hyderabad (South). In nine other divisions the average rainfall was less than $\frac{1}{10}$ of an inch during the week. These nine divisions covered Central Bengal and Orissa, Behar (South), the submontane district of the North-West Provinces, the south, centre and west of the Punjab, and the Konkan and Bombay Deccan. These figures show roughly that, with the exception of parts of the Punjab and Rajputana, there was either no rain or only an insignificant fall over the whole of Northern and Central India and the head of the Peninsula. The heaviest average rainfall in the week was in South Madras and Arakan. These divisions were closely followed by Malabar and Central Burma, after which came East Bengal, East Coast (South), Upper and Lower Burma and Deltaic Bengal. The third column of the table shows an excess of rain over the greater part of Burma, over Assam (Surma), over East and Deltaic Bengal, over the whole of the Punjab, over Rajputana (East) and over the south of the Peninsula. Elsewhere the fall was deficient. The greatest excess was in Burma and South Madras; the greatest deficiency in the Circars and Orissa.

The final column of the table shows that the winter monsoon of the Carnatic has not yet properly broken, as there is still a deficiency in the Madras districts.

The following are the principal large falls which have occurred during the week :

Burma—Tharrawaddy	Sudder	6·82	inches.
Pyinmana	Sudder	3·08	,,
Upper Chindwin	Sudder	3·56	,,
Bengal—Noakhally	Sudder	4·18	,,
Mymensingh	Sudder	3·64	,,
Fareedpur	Sudder	3·31	,,
Malabar—Travancore	Augusteeswo	5·41	,,
Madras—Coimbatore	Udamapb	3·34	,,
Tanjore	Lotukola	9·80	,,
Trichinopoly	Pudukota	8·04	,,
Mudura	Ramnod	5·23	,,
Tinnevelly	Tenkoria	5·55	,,

These figures show that, except in South Madras, the total weekly falls have been generally small.

PROVINCE.	DIVISION.	Rainfall data for week ending October 27th, 1890. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect, in inches.	Rainfall data from October 14th to October 27th, 1890. Average actual rainfall of season to date.	(Average normal rainfall, October 14th to October 27th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·41	1·22	—0·81	1·82	3·69	— 51
	Lower Burma	1·23	1·20	+0·03	6·50	2·88	+126
	Central Burma	2·10	1·17	+0·93	3·88	2·44	+ 59
	Upper Burma	1·32	?	?	2·19	?	?
	Arakan	2·36	1·65	+0·71	3·58	2·80	+ 28
Bengal and Assam	Eastern Bengal	1·99	1·13	+0·86	3·57	2·69	+ 33
	Assam (Surma)	0·93	0·76	+0·17	2·47	2·17	+ 14
	Do. (Brahmaputra)	0·28	0·36	—0·08	2·65	1·53	+ 73
	Deltaic Bengal	1·12	0·87	+0·25	5·70	2·18	+161
	Central Bengal	0·04	0·62	—0·58	4·46	2·01	+122
	North Bengal	0	0·67	—0·67	10·76	1·90	+466
	Orissa	0·09	1·54	—1·45	3·03	2·97	+ 2
	Chota Nagpur	0	0·59	—0·59	0·84	1·18	— 29
	Behar (South)	0·03	0·53	—0·50	1·34	1·07	+ 25
	Do. (North)	0	0·40	—0·40	3·20	0·96	+234
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·49	—0·49	0·35	0·62	— 44
	Oudh (South)	0	0·20	—0·20	0·07	0·33	— 79
	Do. (North)	0	0·07	—0·07	0·27	0·11	+146
	North-Western Provinces (Central).	0	0·24	—0·24	0·08	0·28	— 71
	North-Western Provinces (West).	0	0·02	—0·02	0·01	0·02	— 50
	North-Western Provinces (Submontane).	0·03	0·12	—0·09	0·37	0·21	+ 76
Punjab	Punjab (South)	0·08	0	+0·08	0·11	0·08	+ 38
	Do. (Central)	0·05	0	+0·05	0·08	0·16	— 50
	Do. (Submontane)	0·21	0	+0·21	0·21	0·01	?
	Do. (Hill Districts)	0·28	0·07	+0·21	0·29	0·19	+ 53
	Do. (North-West)	0·42	0·05	+0·37	0·53	0·20	+165
	Do. (West)	0·03	0	+0·03	0·05	0·03	+ 67
Bombay and Malabar Coast Districts (Madras).	Malabar	2·12	1·44	+0·68	3·21	3·55	— 10
	Madras (South Central)	0·70	1·43	—0·73	0·97	4·07	— 76
	Coorg	0·51	1·73	—1·22	0·55	3·54	— 84
	Mysore	0·19	1·20	—1·01	0·57	2·34	— 76
	Konkan	0·01	0·47	—0·46	0·12	1·08	— 89
	Bombay Deccan	0·04	0·78	—0·74	0·26	1·95	— 87
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·64	—0·64	0	1·97	—100
Central Provinces and Berar.	Berar	0	0·48	—0·48	0	1·45	—100
	Central Provinces (West)	0	0·46	—0·46	0·20	0·72	— 72
	Ditto (Central)	0	0·38	—0·38	0·08	0·53	— 85
	Ditto (East)	0	0·08	—0·08	0·19	0·43	— 56
Bombay (North)	Guzerat	0	0·11	—0·11	0	0·31	—100
	Kattiawar	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	0·23	—0·23	0·02	0·43	— 99
	Rajputana (East), Central India (West).	0·50	0·12	+0·38	0·51	0·22	+136
	Rajputana (West)	0	0·04	—0·04	0	0·07	—100
Madras	East Coast (North)	0·16	2·19	—2·03	2·03	4·44	— 54
	Ditto (*a*)	0·45	?	?	0·85	?	?
	Hyderabad (South)	0	0·43	—0·43	0·01	1·28	— 99
	Madras (Central)	0·33	1·51	—1·18	0·43	2·68	— 84
	East Coast (Central)	0·13	2·16	—2·03	0·99	4·71	— 79
	Ditto (South)	1·85	1·75	+0·10	2·90	3·64	— 20
	Madras (South)	2·36	1·51	+0·85	2·79	3·49	— 20

SIMLA, *30th October, 1890.*

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 25th October.*—No rain in the Ceded districts, Kurnool, and Madras. Slight elsewhere. North-east monsoon holding off. Standing crops generally fair; but withered in parts of six districts. Want of rain much felt in many districts, but specially in Tinnevelly, Coimbatore and Fattukota taluk in Tanjore. Crops slightly damaged by locusts in parts of Ganjam, Cuddapah and Kurnool. Paddy blighted in Godavari. Castor plants damaged by insects in Trichinopoly. Outturn of grains generally middling to average. Prices rising generally. Prospects fair.

Bombay.—*For week ending 29th October.*—Slight rain in parts of the Karnatic. Total fall insufficient for late crops over the greater part of the Deccan and Karnatic. Cotton in one taluka of Surat diseased. Crops generally suffering from drought in parts of Nasik, Poona and Ahmednagar; damaged by locusts or other causes in parts of Kurrachee, Hyderabad, Kolaba and Dharwar; otherwise good.

Bengal.—*For week ending 28th October.*—Rain has fallen generally in Eastern Bengal, but in the rest of the Province fine weather has obtained throughout the week. Prospects of the winter rice crop are generally favourable, except in the flooded tracts of Central and Northern Bengal. Sugarcane and other standing crops are doing well. Fine weather has helped on *rabi* cultivation and sowings which are now proceeding well. Fields are also being prepared for poppy sowings in Behar. Prices continue generally stationary. Charitable relief and agricultural loans are still being given to the sufferers from the recent floods in Central Bengal. Failure of crops reported from some parts of Kujung in the Cuttack district.

North-Western Provinces and Oudh.—*For week ending 29th October.*—Weather seasonable. *Kharif* harvesting continues. Ploughing and sowing for *rabi* in progress. Prospects favourable. Markets well supplied. Prices generally steady. Locusts appeared in the Kumaun and Agra districts, but did no damage.

Punjab.—*For week ending 29th October.*—Rain has fallen in all but five districts. Prices unsettled in Delhi, rising in Dera Ismail Khan and stationary elsewhere. Harvesting of *kharif* crops in progress. Sowings of *rabi* going on. Rain urgently wanted in Hissar. The crop outturn is reported to be an average one. *Makki* (Indian corn) and *jowar* slightly damaged by blight in Amritsar. Locusts appeared in the Khusab, Shahpur district, and caused some damage to crops. Fodder sufficient in all districts, except Peshawar.

Central Provinces.—*For week ending 29th October.*—Weather clear and seasonable. Harvesting of autumn crops commenced in a few districts. Winter

crops being sown under favourable conditions. Prospects everywhere favourable. Prices steady. A flight of locusts entered the Raipur district, but moved off towards Bilaspur and Sambalpur.

Burma.—*For week ending 25th October.*—Rain fell throughout Lower Burma, and the crop prospects are good. In Upper Burma the rainfall was considerable in six districts, but more rain is generally wanted. The area cultivated will be small in Mandalay and in parts of Pakoko, and crops are failing to a considerable extent in Meiktila. In Bhamo, Sagaing, Lower Chindwin and the rest of Pakoko the standing crops are doing well. The price of paddy has risen in six and fallen in five districts.

Assam.—*For week ending 29th October.*—Weather seasonable. Sowing of mustard continues. Cotton damaged by rain in the Garo Hills. Prospects of tea and other crops good.

Mysore and Coorg.—*For week ending 29th October.*—More rain wanted throughout the Mysore State. Standing crops generally good, but withering in parts. Prospects fair. No material change in prices.

Good showers have fallen in Coorg during the week.

Berar and Hyderabad.—*For week ending 29th October.*—Weather clear and cool in Berar. *Kharif* crops in good condition. Picking of cotton begun in a few places. Sowing of *rabi* continues. Fodder sufficient. Prices steady. Locusts appeared in large numbers in twenty-five villages of the Morvi taluk, doing much damage to the *tur* and cotton crops.

No rain in Hyderabad during the week. Weeding of *abi* and harvesting of *kharif* crops continue. Water in tanks sufficient. Prices stationary.

Central India.—*For week ending 29th October.*—No material change in condition of crops and weather since last report.

Rajputana.—*For week ending 29th October.*—Slight rain in Ajmere and Jeypore. Agricultural operations generally satisfactory, except in Ajmere. Standing crops satisfactory, but withering in Bikanir. Prospects of harvests indifferent. Locusts at Ulwar, Bhurtpore and Bikanir. Agricultural stock good Fodder scarce in three Agencies and failing in Ajmere. Prices steady, except in Meywar and Bikanir, where they are rising.

Nepal.—*For week ending 23rd October.*—Weather clear and cold. Harvesting of late rice progressing. Outturn good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVII OF 1890-91.

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 12th October 1889. Total mean length open.	Receipts. Total.	Per mile open.	Week ending 11th October 1890. Total mean length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 12th October 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 11th Oct. 1890. Total.	Per mile open per week.	Total increase in 1890-91.	Total decrease in 1890-91.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
18th October 1890	East Indian (*a*)	1,526	7,00,422	459	1,526	7,70,788	505	2,24,14,012	525	2,09,51,805	491	...	14,63,107
18th ditto	Patna-Gya	57	7,882	138	57	16,043	291	2,64,159	165	2,42,708	152	...	21,451
4th ditto	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 40,265	53	(*d*)48,217	52	...	1,048
11th ditto	Bengal-Nágpur (*e*)	305	31,684	104	585	40,777	70	9,22,485	109	16,24,119	102	7,01,634	...
18th ditto	Indian Midland (*f*)	752	36,807	76	752	48,972	65	14,75,932	79	16,20,763	78	1,44,831	...
18th ditto	Rajputana-Malwa	1,672	3,11,203	186	1,672	2,57,000	154	1,01,15,090	218	83,23,351	180	...	17,91,739
18th ditto	Southern Maratha	978	65,585	67	1,043	74,078	72	22,02,758	91	23,73,788	83	1,71,030	...
18th ditto	Do. Mysore Section	296	25,620	87	296	24,302	82	4,74,781	70	6,31,133	70	1,56,352	...
11th ditto	Villupuram-Guntakal	83	4,846	58	83	3,705	45	1,36,743	59	1,29,490	56	...	7,253
11th ditto	Bengal and North Western* (*g*)	649	50,727	78	691	69,020	100	22,80,477	126	22,78,216	122	...	2,261
	TOTAL	6,318	12,54,776	199	6,705	13,06,250	195	4,03,36,602	237	3,82,23,590	206	...	21,13,012
	State Lines worked by the State.							(*h*)		(*i*)			
18th October 1890	North Western	2,385	(*h*)5,64,929	237	2,412	(*i*) 4,64,929	193	1,46,12,697	220	1,33,57,615	200	...	12,55,082
11th ditto	Oudh and Rohilkhand	692	1,12,762	163	692	1,04,336	151	39,44,891	204	35,05,310	181	...	4,39,581
11th ditto	Lucknow-Sitapur-Seráman	105	5,340	51	105	4,366	41	1,69,575	58	1,63,056	55	...	6,519
4th ditto	Eastern Bengal	...	...	...	...	(*b*)	...	(*c*) 53,08,609	276	(*d*)53,30,544	260	21,935	...
4th ditto	Bengal Central †	...	...	...	...	(*b*)	...	(*c*) 3,97,302	118	(*d*) 3,16,432	94	...	80,870
4th ditto	Nalhati	...	...	...	...	(*b*)	...	(*c*) 50,717	69	(*d*) 47,441	64	...	3,276
18th ditto	Wardha Coal (*j*)	45	17,181	382	45	24,050	534	4,10,851	328	5,20,664	422	1,15,813	...
11th ditto	Cherra-Companyganj	7	260	37	8	373	47	4,568	22	8,738	39	4,170	...
4th ditto	Jorhát	...	...	...	...	(*b*)	...	(*c*) 33,309	49	(*d*) 33,867	50	558	...
4th ditto	Burma (*k*)	...	...	...	...	(*b*)	...	(*c*)23,16,852	156	(*d*)25,06,325	169	1,89,473	...
	TOTAL	3,234	7,00,472	217	3,262	5,97,994	183	2,72,49,371	208	2,57,95,992	195	...	14,53,379
	Lines worked by Guaranteed Companies.												
11th October 1890	Great Indian Peninsula (*l*)	1,440	4,70,768	327	1,447	6,91,439	340	1,07,08,123	416	1,77,28,501	443	10,20,378	...
18th ditto	Bombay, Baroda and Central India	461	2,34,511	509	461	1,77,000	384	67,10,736	523	65,77,325	515	...	1,33,411
18th ditto	Madras	840	2,01,319	240	840	1,79,716	214	50,11,393	214	50,10,955	215	...	438
11th ditto	South Indian	654	1,11,622	171	654	1,12,343	172	31,71,220	174	33,27,678	184	1,55,858	...
	TOTAL	3,395	10,18,220	300	3,402	9,60,498	282	3,16,01,472	334	3,26,43,859	346	10,42,387	...
GRAND TOTAL (GUARANTEED AND STATE)		12,947	29,73,468	230	13,369	28,64,742	214	9,91,87,445	251	9,66,63,441	235	...	25,24,004
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	5,28,08,773	134	5,17,11,758	126	...	10,97,015
NET RECEIPTS		...	...	...	...	...	...	4,63,78,672	117	4,49,51,683	109	...	14,26,989
	Assisted Companies.												
18th October 1890	Tárakeshwar	22	5,387	245	22	4,489	204	1,50,453	241	1,46,782	236	...	3,671
4th ditto	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 1,74,856	100	(*d*)1,63,977	94	..	10,879
4th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 3,54,577	121	(*d*)2,65,471	126	10,894	...
	TOTAL	22	5,387	245	22	4,489	204	5,79,886	125	5,76,230	125	...	3,656
	Native States Lines worked by Companies.												
11th October 1890	The Nizam's Guaranteed State	354	39,731	112	354	47,332	134	12,03,264	122	13,52,240	138	1,48,976	...
18th ditto	The Gaekwar's Dabhoi	59	3,259	55	72	2,330	32	72,591	42	1,11,382	58	38,791	...
18th ditto	The Gaekwar's Mehsána	27	747	27	27	800	29	20,014	39	24,815	33	...	4,199
18th ditto	The Gaekwar's Petlád	...	...	...	14	680	50	...	...	(*m*) 22,540	72	22,546	...
	TOTAL	440	43,737	99	467	51,142	110	13,04,869	107	15,10,983	118	2,09,114	...
	Native States Lines worked by the State.												
18th October 1890	Rájpura-Bhátinda	...	(*n*)	...	108	9,479	88	(*n*)	...	2,76,889	93	2,76,889	...
	Native States Lines.												
18th October 1890	Jodhpore	124	6,989	56	124	5,100	41	1,79,996	52	1,93,850	56	13,854	...
18th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	329	19,853	60	334	19,327	58	6,98,282	95	8,53,711	93	1,55,429	...
18th ditto	Morvi	68	3,381	50	94	4,589	49	1,06,128	56	1,66,346	63	60,218	...
	TOTAL	521	30,223	58	552	29,016	53	9,84,406	77	12,13,907	80	2,29,501	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 5th October 1889.
(*d*) Total receipts from 1st April to 4th October 1890.
(*e*) Includes the Ásansol-Goilkera Section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 11th October 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western Section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

SIMLA, *30th October, 1890.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 45.} CALCUTTA, SATURDAY, NOVEMBER 8, 1890.

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.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FIRST QUARTER OF 1890.

No. 733 R. T., dated Simla, the 17th October 1890.

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

Read again—

Public Works Department Resolution No. 810 R. T., dated 8th September 1885.
" " " " " 902 R. T., dated 11th September 1886.
" " " " " 1106 R. T., dated 19th September 1887.
" " " " " 0102 R. T., dated 28th December 1888.
" " " " " 496 R. T., dated 17th September 1889.
" " " " " 441 R. T., dated 5th August 1890.

Read also—

Note by the Director General of Railways, No. 222 Statistical, dated the 6th October 1890, with Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended the 31st March 1890.

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 164, or 24·85 per cent., with an increase of

2,461·25 miles, or 18·24 per cent. in the mean mileage open, and of 1,740,488 miles, or 14·15 per cent., in the train mileage. The following table exhibits the number of accidents resulting in loss of, or injury to, life and limb, and the railways on which they occurred:—

Railway,	Number of accidents.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	2	...	...	...	3	...	3
Rajputana-Malwa	1	...	...	1	1	1	1
North-Western	1	...	...	1	...	1	...
Eastern Bengal	1	1	3	...	...	1	3
Total	...	1	3	2	4	3	7
Average for 5 corresponding previous quarters*	...	1	1	3	10	4	28

2. On the East Indian Railway, on the 11th February 1890, a pilot engine and a brake-van were derailed at Howrah through the carelessness of the pointsman, the accident resulting in serious injury to a Khallasee who was employed in lifting the derailed van. Again, on the 11th March 1890, 2 railway servants were injured by a collision between a down train and a pilot engine at the Howrah yard, in consequence of the down train having been turned into the wrong line.

3. The accident on the Rajputana-Malwa Railway, in which 1 servant was killed and 1 injured, took place on the 10th February 1890, and was due to the failure of the axle of a loaded iron covered goods wagon attached to an up goods train.

4. On the 23rd January 1890, on the North Western Railway, No. 42 down goods train, which was following No. 34 down goods, ran into it outside the north facing points at Chaudri station. This collision resulted in the death of the guard of No. 34 train and in considerable damage to rolling-stock.

5. On the 21st February 1890, on the Eastern Bengal Railway, Central Section, 4 cartmen with their carts were run over by a down train at mileage 3½ on the Ránaghat-Bongong line: 1 cartman was killed and 3 others injured, 1 seriously and 2 slightly.

6. 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, 1890.					
			Number.	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	2	...	...	...	...	...	...
2	Collisions between passenger trains and goods, or mineral trains, engines and vehicles standing foul of the line	11	10	...	...	...	...	...	...
3	Collisions between goods trains or parts of goods trains	19	20	...	...	1	...	1	...
4	Collisions between light engines	2	6	...	...	...	...	...	...
5	Passenger trains or parts of passenger trains leaving the rails	25	8	...	...	...	...	...	...

* Except where statistics for five quarters are not available, in which case the average of the quarters for which returns have been received is given.

Serial No.	Causes of accidents.	Average of corresponding quarters of five previous years.*	First quarter, 1890.					
			Number.	Number of passengers and others.		Number of servants.		Total all classes.
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
6	Goods trains or parts of goods trains, engines, &c., leaving the rails	75	87	...	...	...	1	...	1
7	Trains or engines travelling in the wrong direction through points	14	14	...	...	...	2	...	2
8	Trains running into stations or sidings at too high a speed	4	1	...	...	...	...	...	...
9	Trains running over cattle on the line	225	258	(a)1	(a)3	...	...	1	3
10	Trains running over obstructions on the line	34	41	...	...	...	...	...	...
11	Trains running through gates at level-crossings	10	18	...	...	...	...	...	...
12	The bursting of boilers of engines	19	...	...	...	...	...	...	...
12(a)	The bursting of tubes, &c., of engines		36	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	52	94	...	...	...	...	...	...
14	The failure of tyres	1	2	...	...	...	...	...	...
15	„ wheels	1	...	...	...	...	...	...	...
16	„ axles	9	25	...	...	1	1	1	1
17	„ brake apparatus	1	1	...	...	...	...	...	...
18	„ couplings	35	67	...	...	...	...	...	...
19	„ tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...
20	Broken rails	6	6	...	...	...	...	...	...
21	The flooding of portions of permanent-way	2	...	...	...	...	...	...	...
22	Slips in cuttings or embankments	2	...	...	...	...	...	...	...
23	Fire in trains	57	61	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	10	16	...	...	...	...	...	...
25	Other accidents	44	51	...	...	...	...	...	...
	Total for 1890	...	824	(a)1	(a)3	2	4	3	7
	Total—Average of corresponding quarters of five previous years*	...	660	1	18	3	10	4	28

7. The principal variations occurred under "Passenger trains or parts of passenger trains leaving the rails," 8 against 25; "Goods trains or parts of goods trains, engines, &c., leaving the rails," 87 against 75; "Trains running over cattle on the line," 258 against 225; "The bursting of boilers, tubes, &c., of engines," 36 against 19; "The failure of machinery, springs, &c., of engines," 94 against 52; "The failure of axles," 25 against 9; and the "Failure of couplings," 67 against 35.

8. The decrease in the number of accidents under "Passenger trains or parts of passenger trains leaving the rails" was pretty evenly distributed over a number of lines, the largest decrease, *viz.*, 4 cases, being on the Dibru-Sadiya Railway.

9. Of the increase of 12 accidents under "Goods trains or parts of goods trains, engines, &c., leaving the rails," 8 occurred on the Bengal-Nágpur Railway. There were 12 accidents of this class on the North Western Railway, 10 on the Bengal-Nágpur Railway, 9 on the East Indian Railway, and 8 on the Madras Railway.

10. The number of cattle accidents was largest on the Eastern Bengal State Railway, *viz.*, 35; next to it comes the Southern Mahratta Railway with 31; then the South Indian with 22, and the North Western with 21. As compared with the average of the corresponding quarters of five previous years, there was a decrease of 15 accidents on the Eastern Bengal State Railway and 9 accidents on the Rajputana-Malwa Railway.

* Except where statistics for five quarters are not available, in which case the average of the quarters for which returns have been received is given.

(a) Not passengers, but cartmen.

11. The increase under "The bursting of boilers, tubes, &c., of engines" was mainly due to the number of accidents of this description having been 10 against 2 on the Rajputana-Malwa Railway and 7 against *nil* on the Southern Mahratta Railway.

12. The number of accidents recorded under "Failure of machinery, springs, &c., of engines" on the Nizam's Guaranteed State Railway rose from 2 to 20, on the Southern Mahratta Railway, Mysore Section, from 1 to 7, and on the North Western Railway from 13 to 18.

13. There were 25 cases of "Failure of axles," of which 16 were recorded on the Rajputana-Malwa Railway alone.

14. The couplings failed in 67 instances, of which 18 were on the Rajputana-Malwa Railway, 9 on the Eastern Bengal State Railway, and 6 on each of the two following Railways, Bombay, Baroda and Central India and Bhavnagar-Gondal-Junagarh-Porbandar.

15. The cases of "Fire in trains" occurred chiefly on the Great Indian Peninsula, Madras and North Western Railways, the numbers reported being 18, 15, and 11 respectively, out of a total of 61.

16. The number of "Fires at stations, or involving injury to bridges and viaducts" was the largest on the Eastern Bengal State Railway, *viz.*, 9 out of a total of 16.

17. The accidents classed as "Other accidents" numbered 51, of which 17, or one-third of the total, were recorded on the Bombay, Baroda and Central India Railway.

18. The casualties to passengers from causes other than accidents to trains, &c., were 12 killed and 26 injured, against 9 killed and 28 injured, and those 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 32 killed and 117 injured, against 35 killed and 130 injured. (For details, *vide* Table No. 2.)

19. The total number of casualties to persons from all causes, including trespassers, suicides, &c., was 108 killed and 173 injured, against 92 killed and 202 injured.

20. In addition to the above, 10 persons are reported to have been killed and 33 injured in yards, workshops, &c., and 180 persons to have died in carriages and at stations from causes unconnected with the working of trains.

RESOLUTION.—The Government of India notices that, with an increase of 2,461·25 miles, or 18·24 per cent., in the mean-mileage open, and of 1,740,488 miles, or 14·15 per cent. in the train-mileage, the number of accidents to trains, rolling-stock, permanent-way, &c., show an increase of 164, or 24·85 per cent., as compared with the average of the five corresponding previous quarters.

There were no passengers killed and injured by accidents to trains, &c.

The casualties to passengers from causes other than accidents to trains, &c., were 12 killed and 26 injured against an average of 9 killed and 28 injured.

The accidents to servants in the employ of railways, or of contractors, whilst peforming duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were 32 killed and 117 injured, against an average of 35 killed and 130 injured.

The total number of persons killed and injured from all causes over the whole of the Indian Railway system, as compared with the average of the corresponding quarters of five previous years, were 108 killed and 173 injured, against 92 killed and 202 injured, showing an increase of 17·39 per cent., and a decrease of 14·36 per cent., respectively, against increases of 18·24 and 14·15 per cent. in the open and train-mileages.

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 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*.

F. B. HEBBERT,
Officiating Under Secretary.

Documents accompanying.

Abstract Returns of Accidents for the first quarter of 1890.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the FIRST QUARTER of 1890 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.

Serial number.	Mean Mileage open.	RAILWAY.		PASSENGERS.						RAILWAY SERVANTS, OR SERVANTS OF CONTRACTORS.						OTHER PERSONS.								TOTAL ALL CLASSES.	
				From causes beyond their own control.		From their own misconduct or want of caution.		TOTAL.		From causes beyond their own control.		From their own misconduct or want of caution.		TOTAL.		Whilst passing over Railways at Level-crossings.		Trespassers and Suicides.		Miscellaneous, not included in preceding columns.		TOTAL.			
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
		STATE LINES WORKED BY COMPANIES.																							
I	(a) 1,680¾	East Indian ...	Average for 5 corresponding previous quarters.	...	5	3	6	3	11	3	11	4	28	7	39	...	...	14	2	1	...	15	2	25	52
	1,630		1890	3	1	3	7	6	8	...	18	4	11	4	29	2	1	11	2	...	...	13	3	23	40
IV	191¼	Bengal-Nágpur	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	...	1	...	1	1
	449¼		1890	...	...	...	...	...	...	...	...	3	...	3	...	...	...	1	...	...	...	1	...	...	2
V	(a) 280½	Indian Midland	Average for 2 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	1	2
	751½		1890	...	...	...	1	...	1	1	...	...	2	1	2	...	...	...	...	1	...	1	...	2	3
VII	(a) 1,673¾	Rajputana-Malwa	Average for 5 corresponding previous quarters.	...	...	1	4	1	4	...	2	2	7	2	9	...	...	...	2	1	...	2	1	5	14
	1,699		1890	...	...	...	...	...	...	1	1	1	7	2	8	...	...	1	1	...	...	1	1	3	9
IX	551	Southern Mahratta	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	1	1	1	1	2	...	...	1	1	...	...	1	1	2	4
	979		1890	...	...	...	...	...	...	...	2	...	2	...	4	...	1	1	1	...	...	1	2	1	6
X	146¾	Do., Mysore section.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	1	...	...	1	1	1	...	...	...	...	...	...	...	...	1	1
	296		1890	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
		STATE LINES WORKED BY THE STATE.																							
XIII	(a) 2,113½	North Western	Average for 5 corresponding previous quarters.	1	2	2	6	3	8	1	...	6	10	7	10	...	...	5	2	...	...	5	2	15	20
	2,486¼		1890	...	...	2	4	2	4	1	...	3	9	4	9	...	...	7	4	1	...	8	4	14	17
XV	655½	Oudh and Rohilkhand.	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	...	...	2	5	2	5	...	...	3	1	...	...	3	1	5	8
	692½		1890	...	...	...	4	...	4	..	...	1	3	1	3	...	...	3	...	...	1	3	1	4	8
XVI	87¾	Lucknow-Sitapur-Seramau	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	105		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	246	Tirhoot ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	...	1	...	1	1
	273		1890	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	2	...
XVIII	(a) 743¼	Eastern Bengal	Average for 5 corresponding previous quarters.	...	2	1	1	1	3	1	1	2	9	3	10	...	...	4	2	...	...	4	2	8	15
	871		1890	...	...	1	...	1	...	...	...	2	7	2	7	...	...	4	7	...	...	4	7	7	14
XX	27¼	Nalhátí ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	27¼		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	45	Wardha Coal ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	45		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	6¾	Cherra-Conpanyganj.	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	7¼		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	30¼	Jorhát . .	Average for 4 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	29¼		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	(a) 326¼	Burma . .	Average for 5 corresponding previous quarters.	...	...	1	2	1	2	...	...	1	1	1	1	...	...	...	1	...	...	...	1	2	4
	553		1890	...	...	...	2	...	2	...	...	...	3	...	3	...	...	1	...	1	1	2	1	3	6
		LINES WORKED BY GUARANTEED COMPANIES.																							
XXX	(a) 1492½	Great Indian Peninsula.	Average for 5 corresponding previous quarters.	...	7	1	1	1	8	...	..	5	28	5	28	...	...	3	2	1	...	4	2	10	38
	1,446¾		1890	...	...	1	4	1	4	...	...	9	28	9	28	2	...	5	2	...	...	7	2	17	34
XXXI	461	Bombay, Baroda and Central India.	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	...	...	2	10	2	10	1	1	1	...	...	...	2	1	4	13
	461		1890	...	...	1	1	1	1	...	1	2	4	2	5	1	...	7	1	...	...	8	1	11	7
XXXII	846½	Madras . .	Average for 5 corresponding previous quarters.	...	2	...	...	...	2	...	...	3	7	3	7	...	1	1	...	1	...	2	1	5	10
	839		1890	...	...	...	1	...	1	2	...	1	11	3	11	...	...	3	1	...	1	3	2	6	14
XXXIII	(a) 687¼	South Indian .	Average for 5 corresponding previous quarters.	...	...	...	2	...	2	...	1	1	7	1	8	...	...	1	1	...	...	1	1	2	11
	737		1890	...	...	...	1	...	1	...	...	...	6	...	6	...	1	...	...	2	...	2	1	2	8
		ASSISTED COMPANIES.																							
XXXV	5	Deoghur . .	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	4¾		1890	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..
XXXVI	51	Darjeeling-Himalayan.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
	51		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	339¾	Bengal and North-Western.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	1	1	1	1	2	...	...	2	1	...	...	2	1	3	3
	376		1890	...	...	...	...	...	...	...	...	1	1	1	1	...	...	5	...	...	...	5	...	6	1
XXXVIII	(a) 91	Rohilkhand-Kumaun.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
	91		1890	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	1	...	...	...	1	...	1
XXXIX	78	Dibru-Sadiya .	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			1890	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	8	Thatôn-Duyinzáik.	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
			1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		NATIVE STATES LINES WORKED BY COMPANIES.																							
XLV	(a) 212½	The Nizam's Guaranteed State.	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	2	...	1	...	3	...	...	1	...	...	...	1	...	1	4
	354		1890	...	...	...	...	...	...	...	...	1	1	1	1	...	...	2	...	...	...	2	...	3	1
XLVI	59	The Gaekwar's Dabhoi.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	58½		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		NATIVE STATES LINES.																							
LI	86½	Jodhpore . .	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	124		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	203	Bhávnagar-Gondal-Junágarh-Porbandar.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
	332		1890	...	...	...	...	...	...	...	...	1	2	1	2	...	...	...	...	...	...	...	...	1	2
LIII	62½	Morvi . .	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	94		1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	13,489½	TOTAL .	Average for 5 corresponding previous quarters (b).	1	20	9	26	10	46	6	19	32	121	38	140	1	2	4	14	3	...	44	16	92	202
	15,950½		1890	3	1	9	25	12	26	5	22	29	99	34	121	5	3	52	20	5	3	62	26	108	173

(a) Includes branch lines worked.

(b) Except where statistics for 5 quarters are not available for any line.

TABLE No. 2.

NUMBER of PERSONS reported during the FIRST QUARTER of 1890 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.

PASSENGERS. (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.)

Serial number.	RAILWAY.	Accidents to trains Killed.	Accidents to trains Injured.	1. Killed.	1. Injured.	2. Killed.	2. Injured.	3. Killed.	3. Injured.	4. Killed.	4. Injured.	5. Killed.	5. Injured.	6. Killed.	6. Injured.	Total Killed.	Total Injured.	Total Passengers Killed.	Total Passengers Injured.
	STATE LINES WORKED BY COMPANIES.																		
I	East Indian (a)	...	...	1	3	...	1	...	...	...	...	4	3	1	1	6	8	6	8
IV	Bengal-Nágpur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V	Indian Midland (a)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
VII	Rajputana-Malwa (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IX	Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
X	Do. Mysore section	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE LINES WORKED BY THE STATE.																		
XIII	North Western (a)	...	...	...	1	...	...	...	...	...	...	2	2	...	1	2	4	2	4
XV	Oudh and Rohilkhand	...	...	...	2	...	1	...	...	...	...	...	1	...	...	...	4	...	4
XVI	Lucknow-Sitapur-Seramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	Tirhoot	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	1	...
XVIII	Eastern Bengal (a)	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
XX	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	Burma (a)	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...	2
	LINES WORKED BY GUARANTEED COMPANIES.																		
XXX	Great Indian Peninsula (a)	...	...	...	...	...	3	...	...	...	...	1	...	...	1	1	4	1	4
XXXI	Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	...	...	...	1	1	...	1	1	1	1
XXXII	Madras	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
XXXIII	South Indian (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
	ASSISTED COMPANIES.																		
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVIII	Rohilkhand-Kumaun (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES LINES WORKED BY COMPANIES.																		
XLV	The Nizam's Guaranteed State (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES LINES.																		
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1890	...	...	1	6	1	5	...	...	...	...	8	11	2	4	12	26	12	26
	TOTAL Average for 5 corresponding previous quarters (b)	1	18	...	2	3	4	1	...	...	...	2	15	3	7	9	28	10	46

RAILWAY SERVANTS. (From accidents to trains, &c. See Table No. 4; From Causes other than Accidents to Trains, &c.: 1.—During shunting operations; 2.—Falling off engines, vans, wagons, &c.; 3.—Coming in contact with over-bridges, &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.)

Serial number.	Accidents to trains Killed.	Accidents to trains Injured.	1. Killed.	1. Injured.	2. Killed.	2. Injured.	3. Killed.	3. Injured.	4. Killed.	4. Injured.	5. Killed.	5. Injured.	6. Killed.	6. Injured.
I	...	3	1	2	...	...	...	...	...	...	...	...	...	2
IV	...	...	...	...	1	...	...	...	...	...	1	...	...	...
V	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VII	1	1	...	1	...	1	...	...	...	...	1	1	...	...
IX	...	...	...	...	...	...	...	...	...	...	...	...	...	...
X	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIII	1	...	1	...	...	3	...	...	...	...	1	2	...	1
XV	...	...	1	2	...	...	...	...	...	...	...	...	...	...
XVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	...	...	...	...	...	1	...	...	...	1	1	...	...	...
XX	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	...	...	...	1	...	...	...	...	...	...	...	1	...	...
XXX	...	...	1	1	...	2	...	1	...	...	1	3	...	4
XXXI	...	...	...	2	1	...	...	...	...	...	1	...	...	1
XXXII	...	...	...	...	...	...	...	...	...	...	1	1	...	5
XXXIII	...	...	...	...	...	1	...	...	...	...	...	...	...	3
XXXV	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	...	...	...	...	...	...	...	...	...	...	1	...	...	1
XXXVIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	...	...	...	...	...	...	...	1	...	...	...	...	...	...
XL	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	...	...	...	1	...	...	...	...	...	...	...	...	...	...
XLVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	...	...	...	1	...	...	...	...	...	...	1	...	...	...
LIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1890	2	4	4	11	2	8	...	2	...	1	9	8	1	18
TOTAL Average for 5 corresponding previous quarters (b)	3	10	7	11	2	11	...	1	1	1	4	10	1	18

RAILWAY SERVANTS (continued). (Causes other than Accidents to Trains, &c.: 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.)

Serial number.	7. Killed.	7. Injured.	8. Killed.	8. Injured.	9. Killed.	9. Injured.	10. Killed.	10. Injured.	11. Killed.	11. Injured.	12. Killed.	12. Injured.	13. Killed.	13. Injured.
I	...	...	...	...	2	...	...	...	...	1	1	...	...	1
IV	...	...	...	...	...	...	...	...	1	...	...	...	...	...
V	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VII	...	...	...	...	...	...	...	...	...	2	...	...	...	...
IX	...	...	...	...	...	...	...	...	...	...	...	...	...	...
X	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XIII	...	...	...	...	...	...	...	...	...	...	...	...	...	1
XV	...	...	...	...	...	1	...	...	...	...	...	...	...	...
XVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	...	...	...	...	...	...	...	...	1	1	...	...	...	...
XX	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XXX	...	1	...	1	...	...	1	...	5	7	1	...	...	2
XXXI	...	...	...	...	...	...	...	...	...	1	...	...	...	...
XXXII	...	...	...	1	2	...	...	...	...	...	...	1	...	1
XXXIII	...	...	...	...	...	2	...	...	...	...	...	...	...	...
XXXV	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	...	...	...	...	...	...	...	...	...	...	1	...	...	...
XLVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LI	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	...	...	...	...	...	...	...	...	...	1	...	...	...	...
LIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1890	...	1	...	3	4	3	1	...	7	15	3	1	...	5
TOTAL Average for 5 corresponding previous quarters (b)	[illegible]	2	...	3	2	6		1	6	6	2	2	...	5

RAILWAY SERVANTS (continued). (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.)

Serial number.	14. Killed.	14. Injured.	15. Killed.	15. Injured.	16. Killed.	16. Injured.	17. Killed.	17. Injured.	18. Killed.	18. Injured.	19. Killed.	19. Injured.	Total Killed.	Total Injured.	Total Servants Killed.	Total Servants Injured
I	...	...	...	...	...	1	...	3	...	3	...	13	4	26	4	29
IV	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	...
V	...	...	...	...	...	...	...	...	...	1	...	1	1	2	1	2
VII	...	...	...	...	...	...	...	...	...	2	...	...	1	7	2	8
IX	...	...	...	...	...	...	...	...	...	2	...	1	...	4	...	4
X	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
XIII	...	...	...	...	...	...	...	...	...	2	1	...	3	9	4	9
XV	...	...	...	...	...	...	...	...	...	...	...	...	1	3	1	3
XVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVII	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	...	...	...	...	...	...	...	1	...	1	...	2	2	7	2	7
XX	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3
XXX	...	...	...	...	...	...	...	...	...	1	...	5	9	28	9	28
XXXI	...	...	...	...	...	1	...	...	...	...	...	...	2	5	2	5
XXXII	...	...	...	...	...	...	...	...	...	1	...	1	3	11	3	11
XXXIII	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	6
XXXV	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVII	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1
XXXVIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
XL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1
XLVI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LI	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	...	...	...	...	...	...	...	...	...	...	...	...	1	2	1	2
LIII	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1890	...	...	...	...	...	2	...	4	...	13	1	23	32	117	34	121
TOTAL Average for 5 corresponding previous quarters (b)	1	2	1	1	1	5	1	8	1	7	4	30	35	130	38	140

OTHERS.

Serial number.	Whilst passing over railways at level-crossings Killed.	Level-crossings Injured.	Trespassers Killed.	Trespassers Injured.	Suicides Killed.	Suicides Injured.	Miscellaneous Killed.	Miscellaneous Injured.	Total Others Killed.	Total Others Injured.	Total all Classes Killed.	Total all Classes Injured.	Serial number.
I	2	1	10	2	1	...	..	..	13	3	23	40	I
IV	...	...	...	...	1	...	...	...	1	...	4	...	IV
V	...	...	...	...	...	...	1	...	1	...	2	3	V
VII	...	...	1	1	...	...	...	...	1	1	3	9	VII
IX	...	1	1	1	...	...	...	...	1	2	1	6	IX
X	...	...	...	...	...	...	...	...	...	...	..	1	X
XIII	...	...	6	4	1	..	1	...	8	4	14	17	XIII
XV	...	...	1	...	2	...	..	1	3	1	4	8	XV
XVI	...	...	...	...	...	...	...	...	...	...	...	...	XVI
XVII	...	...	1	...	...	...	...	...	1	...	2	...	XVII
XVIII	...	...	4	7	...	...	...	...	4	7	7	14	XVIII
XX	...	...	...	..	...	...	...	...	...	...	...	..	XX
XXI	...	...	...	...	...	...	...	...	...	...	...	...	XXI
XXII	...	...	...	...	...	...	...	...	...	...	...	...	XXII
XXIII	...	...	...	...	...	...	...	...	...	...	...	...	XXIII
XXIV	...	...	...	...	1	...	1	1	2	1	2	6	XXIV
XXX	2	...	3	1	2	1	...	...	7	2	17	34	XXX
XXXI	1	...	5	1	2	...	...	...	8	1	11	7	XXXI
XXXII	...	...	1	1	2	...	...	1	3	2	6	14	XXXII
XXXIII	...	1	...	...	...	...	2	...	2	1	2	8	XXXIII
XXXV	...	...	...	...	...	...	...	...	...	...	...	...	XXXV
XXXVI	...	...	...	...	...	...	...	...	...	..	...	...	XXXVI
XXXVII	...	...	2	...	3	...	...	...	5	...	6	1	XXXVII
XXXVIII	...	...	...	...	...	1	...	...	...	1	...	1	XXXVIII
XXXIX	...	...	...	...	...	...	...	...	...	...	...	1	XXXIX
XL	...	...	...	...	...	...	...	...	...	..	...	...	XL
XLV	...	...	2	...	..	...	...	...	2	..	3	1	XLV
XLVI	...	...	..	...	...	...	...	...	...	...	...	...	XLVI
LI	...	...	...	...	..	...	..	...	...	...	...	...	LI
LII	...	...	...	...	...	...	..	...	...	...	1	2	LII
LIII	...	...	...	...	..	...	...	...	...	...	...	...	LIII
TOTAL 1890	5	3	37	18	15	2	5	3	62	26	108	173	
TOTAL Average for 5 corresponding previous quarters (b)	1	2	31	13	9	1	3	...	44	16	92	202	

(a) Includes branch lines worked.

(b) 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 FIRST QUARTER of 1890 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 LINES WORKED BY COMPANIES.

CLASS.	I East Indian.(a)						IV Bengal-Nágpur.						V Indian Midland.(a)					
	Number of Passengers and others.		Number of Servants.		Total all Classes.		Number of Passengers and others.		Number of Servants.		Total all Classes.		Number of Passengers and others.		Number of Servants.		Total all Classes.	
	No.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	No.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	No.	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	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
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	9	...	...	...	1	...	1	10	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	...	...	...	2	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	13	...	...	...	...	...	...	11	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	3	..	...	...	...	...	...	1	...	...	...	...	...	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	4	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	3	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
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	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	4	...	...	...	...	...	...	2	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	37	..	..	...	3	...	3	30	...	..	...	...	...	...	31	...	...	...	...	...	...	...	...	...
Number of Passenger miles	254,589,383						7,577,288						26,771,774					
„ of Servants employed	23,643						3,079						7,487					
Train mileage of all descriptions	2,154,196						138,725						359,742					

CLASS.	VII Rajputana-Malwa.(a)						IX Southern Mahratta.					
	Number of Passengers and others.		Number of Servants.		Total all Classes.		Number of Passengers and others.		Number of Servants.		Total all Classes.	
	No.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	No.	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	2	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	3	...	...	...	...	...	...	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	2	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	31	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	11	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	..	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	10	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	3	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	16	...	...	1	1	1	1	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	18	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
25. Other accidents	3	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	95	...	...	1	1	1	1	70	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles	117,567,156						31,483,182					
„ of Servants employed	12,044						6,438					
Train mileage of all descriptions	1,492,700						418,628					

(a) Includes branch lines worked.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE LINES WORKED BY COMPANIES —*concld.* | STATE LINES WORKED BY THE STATE.

CLASS.	X Southern Mahratta, Mysore section.						XIII North Western.(a)						XV Oudh and Rohilkhand.					
	Number of Passengers and others.		Number of Servants.		Total all Classes.		Number of Passengers and others.		Number of Servants.		Total all Classes.		Number of Passengers and others.		Number of Servants.		Total all Classes.	
	No.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	No.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	No.	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	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	6	...	...	1	...	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	1	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	13	...	...	...	...	...	...	21	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	1	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	1	...	...	...	...	...	...	9	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	7	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	2	...	...	...	...	...	...	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	1	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	..	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	2	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	31	...	...	...	...	...	...	91	...	...	1	...	1	...	16	...	...	...	...	...	...	...	...	...
Number of Passenger miles	8,299,291						143,491,683						53,281,554					
„ of Servants employed	1,661						25,403						6,272					
Train mileage of all descriptions	105,670						2,038,578						736,478					

CLASS.	XVI Lucknow-Sitapur-Seramau.						XVII Tirhoot.					
	Number of Passengers and others.		Number of Servants.		Total all Classes.		Number of Passengers and others.		Number of Servants.		Total all Classes.	
	No.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	No.	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	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	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	1	...	...	...	...	...	...	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	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	2	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles	3,957,585						27,783,792					
„ of Servants employed	519						1,775					
Train mileage of all descriptions	43,116						191,258					

(a) Includes branch lines worked.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE LINES WORKED BY THE STATE—*contd.*

CLASS.	XVIII Eastern Bengal.(a)							XX Nalhati.							XXI Wardha Coal.							XXII Chebra-Companyganj.							XXIII Jorhat.						
	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	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	5	...	...	..	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...
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	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
10. Ditto over obstructions on the line	1	1(b)	3(b)	..	...	1	3	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	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	6	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	9	...	...	..	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	80	1(b)	3(b)	...	...	1	3	6	...	...	...	...	...	...	3	...	...	...	...	...	...	2	...	...	...	...	...	...	...	14	...	...	...	...	...
Number of Passenger miles	70,923,414							884,685							903,489							36,834							177,705						
„ of Servants employed	10,229							111							407(c)							50							183						
Train mileage of all descriptions	769,671							12,996							21,610							3,743							6,942						

(a) Includes branch lines worked. (b) Not passengers, but cartmen. (c) Includes 31 servants employed on collieries.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE LINES WORKED BY THE STATE—*concld.* | LINES WORKED BY GUARANTEED COMPANIES.

CLASS.	XXIV Burma. (a)							XXX Great Indian Peninsula. (a)							XXXI Bombay, Baroda and Central India.							XXXII Madras.							XXXIII. South Indian.(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	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	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	...	...	...	...	...	...	2	...	...	...	...	...	..	5	...	...	...	...	...	...	8	...	...	...	...	...	...	...	3	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	2	...	...	...	...	...	...	17	...	...	...	...	...	...	3	...	...	...	...	...	...	19	...	...	...	...	...	...	...	22	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	4	...	...	...	...	...	...	1	...	...	...	...	...	...	4	...	...	...	...	...	...	...	3	...	...	...	...	...
11. Ditto through gates at level-crossings	2	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	3	...	...	...	...	...
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	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	7	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	1	...	...	...	...	...	..	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	4	...	...	...	...	...	..	1	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	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	...	...	...	...	...	...	...	18	...	...	...	...	...	...	2	...	..	...	...	...	...	15	...	...	...	...	...	...	...	4	...	..	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	...	...	...	...	...	3	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
TOTAL ALL CLASSES	14	...	...	...	...	...	...	53	..	...	...	...	...	...	37	...	...	...	...	...	...	52	...	...	...	...	...	...	...	52	...	...	...	...	...
Number of Passenger miles	52,052,916							126,160,519							61,016,014							80,825,743							68,571,383						
„ of Servants employed	5,562							24,120							6,192							6,799							10,119						
Train mileage of all descriptions	425,202							1,715,003							609,859							575,619							533,390						

(a) Includes branch lines worke .

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES.

CLASS.	XXXV DROGHUR.			XXXVI DARJEELING-HIMALAYAN.			XXXVII BENGAL AND NORTH-WESTERN.			XXXVIII ROHILKHAND-KUMAUN. (a)			XXXIX DIBRU-SADIYA.		
	No.	Number of Passengers and others.	Number of Servants.	No.	Number of Passengers and others.	Number of Servants.	No.	Number of Passengers and others.	Number of Servants.	No.	Number of Passengers and others	Number of Servants.	No.	Number of Passengers and others.	Number of Servants.
		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	... ...	... ...	1	... ...	... ...	...	... ...	... ...	1	... ...	... ...
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	...	... ...	... ...	...	... ...	... ...	2	... ...	... ...	...	... ...	... ...	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	...	... ...	... ...	...	... ...	... ...	4	... ...	... ...	...	... ...	... ...	10	... ...	... ...
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	...	... ...	... ...	...	... ...	... ...	2	... ...	... ...	...	... ...	... ...	...	... ...	... ...
13. The failure of machinery, springs, &c., of engines	...	... ...	... ...	2	... ...	... ...	...	... ...	... ...	...	... ...	... ...	5	... ...	... ...
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	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	1	... ...	... ...	...	... ...	... ...
24. Fire at stations, or involving injury to bridges or viaducts	...	... ...	... ...	...	... ...	... ...	1	... ...	... ...	...	... ...	... ...	...	... ...	... ...
25. Other accidents	...	... ...	... ...	...	... ...	... ...	1	... ...	... ...	...	... ...	... ...	...	... ...	... ...
TOTAL ALL CLASSES	...	... ...	... ...	3	... ...	... ...	13	... ...	... ...	3	... ...	... ...	26	... ...	... ...
Number of Passenger miles	300,374			222,422			18,980,033			1,829,250			602,306		
„ of Servants employed	52			494			3,120			912			1,031		
Train mileage of all descriptions	3,356			31,030			187,515			24,798			34,704		

(a) Includes branch line worked.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES—*concld.* / NATIVE STATES LINES WORKED BY COMPANIES. / NATIVE STATES LINES.

CLASS.	XL THATÓN-DUYINZAIK.			XLV THE NIZAM'S GUARANTEED STATE. (a).			XLVI THE GAEKWAR'S DABHOI.			LI JODHPORE.			LII BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.		
	No.	Number of Passengers and others.	Number of Servants.	No.	Number of Passengers and others.	Number of Servants.	No.	Number of Passengers and others.	Number of Servants.	No.	Number of Passengers and others.	Number of Servants.	No.	Number of Passengers and others.	Number of Servants.
		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	...	... ..	... ...	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	... ...	... ...	3	... ...	... ...	...	... ...	... ...	...	... ...	... ...	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	...	... ...	... ...	8	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
10. Ditto over obstructions on the line	...	... ...	... ...	1	... ...	... ...	...	... ...	... ...	...	... ...	... ...	6	... ...	... ...
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	...	... ...	... ...	20	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
14. Ditto of tyres	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
15. Ditto of wheels	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
16. Ditto of axles	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
17. Ditto of brake apparatus	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
18. Ditto of couplings	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	6	... ...	... ...
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	...	... ...	... ...	1	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
24. Fire at stations, or involving injury to bridges or viaducts	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
25. Other accidents	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...	...	... ...	... ...
TOTAL ALL CLASSES	1	... ...	... ...	35	... ...	... ...	...	... ...	... ...	...	... ...	... ...	13	... ...	... ...
Number of Passenger miles	30,632			15,185,938			1,209,074			3,425,465			12,794,770		
„ of Servants employed	62			2,411			214			415			1,092		
Train mileage of all descriptions	2,080			166,007			17,686			27,720			161,235		

(a) Includes branch lines worked.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FIRST QUARTER of 1890, &c.—*concluded.*

CLASS.	SEE ALSO TABLE No. 4. NATIVE STATES LINES—*concld.* LIII MORVI.							TOTAL.						
	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	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	10	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	20	...	...	1	...	1	...
4. Collisions between light engines	...	...	...	...	...	...	...	6	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	8	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	87	...	...	1	...	1	1
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	14	...	...	2	...	2	2
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	1	(a)	(a)	...	...	...	...
9. Ditto over cattle on the line	2	...	...	...	...	...	...	258	1	3	...	...	1	3
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	41	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	18	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	..	...	...	...	...	36	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	.	...	94	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	2	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	25	...	...	1	1	1	1
17. Ditto of brake apparatus	...	...	...	...	...	...	...	1	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	67	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	..	...	...	...	.	...	...	...	...	...
20. Broken rails	...	...	...	..	...	...	...	6	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	61	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	16	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	51	...	...	...	...	...	...
TOTAL ALL CLASSES	3	...	...	...	...	..	...	824	(a) 1	(a) 3	2	4	3	7
Number of Passenger miles				1,776,891							1,192,712,545			
„ of Servants employed				676							162,572			
Train mileage of all descriptions				27,299							14,036,729			

(a) Not passengers, but cart men.

TABLE No. 4.

TABLE

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for traffic in INDIA during the FIRST Number of RAILWAY SERVANTS

Serial number.	RAILWAY.	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.	22.—Slips in cuttings or embankments.	Serial number.
	STATE LINES WORKED BY COMPANIES.																								
I	East Indian (*a*) . . .	...	...	...	...	...	9	1	...	13	3	...	...	...	4	1	...	...	...	1	...	...	...	...	I
IV	Bengal-Nágpur . . .	...	...	1	...	...	10	...	...	11	1	...	...	...	...	...	...	...	...	3	...	...	...	...	IV
V	Indian Midland (*a*) . .	...	...	1	1	...	5	1	...	11	2	...	...	1	4	...	...	...	...	3	...	...	...	...	V
VII	Rajputana-Malwa (*a*) . .	1	2	1	3	1	2	1	1	16	11	1	...	10	3	...	...	16	...	18	...	2	...	...	VII
IX	Southern Mahratta .	1	3	...	1	...	5	...	...	31	3	3	...	7	3	...	...	...	...	5	...	1	...	...	IX
X	Ditto Mysore section	...	2	..	...	1	1	...	...	13	...	...	...	1	7	...	...	1	...	2	...	...	...	...	X
	STATE LINES WORKED BY THE STATE.																								
XIII	North Western (*a*) . .	...	1	6	1	1	12	2	...	21	1	.	...	9	18	...	...	...	...	2	...	...	...	...	XIII
XV	Oudh and Rohilkhand .	...	1[b]	...	...	...	...	...	...	10	1	2	...	1	...	...	...	...	...	...	...	1	...	...	XV
XVI	Lucknow-Sitapur-Seramau .	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	XVI
XVII	Tirhoot	...	...	...	...	...	...	4	...	2	...	...	...	1	...	...	...	...	...	2	...	...	...	...	XVII
XVIII	Eastern Bengal (*a*) . .	...	...	2	...	1	5	2	...	35	1	...	...	1	10	1	...	2	...	9	...	1	...	...	XVIII
XX	Nalbáti	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	XX
XXI	Wardha Coal . . .	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXI
XXII	Cherra-Companyganj .	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	XXII
XXIII	Jorhát	...	...	...	...	...	5	...	...	2	...	...	...	...	6	...	...	1	...	...	...	...	...	...	XXIII
XXIV	Burma (*a*)	...	1	...	...	...	1	...	...	2	1	2	...	...	2	...	...	...	...	4	...	...	...	...	XXIV
	LINES WORKED BY GUARANTEED COMPANIES.																								
XXX	Great Indian Peninsula (*a*) .	...	...	1	...	...	2	...	...	17	4	3	...	...	...	...	...	1	1	1	...	...	...	...	XXX
XXXI	Bombay, Baroda and Central India	...	...	1	...	...	5	...	...	3	1	1	...	...	...	...	...	1	...	6	...	...	...	...	XXXI
XXXII	Madras	...	...	1	...	1	8	2	...	19	4	1	...	...	1	...	...	...	...	...	...	...	...	...	XXXII
XXXIII	South Indian (*a*) . .	...	...	1	...	...	3	1	...	22	3	3	...	3	7	...	...	1	...	2	...	1	...	...	XXXIII
	ASSISTED COMPANIES.																								
XXXV	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXXV
XXXVI	Darjeeling-Himalayan .	...	...	1	...	...	...	...	...	...	...	...	...	...	2	...	...	..	...	...	...	...	...	...	XXXVI
XXXVII	Bengal and North-Western .	...	...	1	...	...	2	...	...	4	...	...	...	2	...	...	...	2	...	...	...	...	...	...	XXXVII
XXXVIII	Rohilkhand-Kumaun (*a*) .	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	XXXVIII
XXXIX	Dibru-Sadiya . . .	...	...	1	...	1	6	...	...	10	...	1	...	...	5	...	...	...	...	2	...	...	...	...	XXXIX
XL	Thatôn-Duyinzáik . .	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	XL
	NATIVE STATES LINES WORKED BY COMPANIES.																								
XLV	The Nizam's Guaranteed State (*a*) . . .	...	...	2	...	...	3	...	...	8	1	...	...	...	20	...	...	...	...	...	...	...	...	...	XLV
XLVI	The Gaekwar's Dabhoi .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVI
	NATIVE STATES LINES.																								
LI	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	LI
LII	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	1	...	...	...	6	...	...	...	...	...	...	...	...	...	6	...	...	...	...	LII
LIII	Morvi . . .	...	...	...	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	LIII
	1890.	2	10	20	6	8	87	14	1	258	41	18	...	36	94	2	...	25	1	67	...	6	...	...	
	TOTAL { Average for 5 corresponding previous quarters (*c*) . .	2	11	19	2	25	75	14	4	225	34	10	19	52	1	1	9	1	35	...	6	2	2		

(*a*) Includes branch lines worked.

No. 4.

QUARTER of 1890, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS, and the KILLED OR INJURED thereby.

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 MILE OPEN.			TOTAL PASSENGERS.				Serial number.
														Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILLION OF PASSENGERS.		PER MILLION OF PASSENGER MILES.		
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								Killed.	Injured.	Killed.	Injured.	
1	...	4	37	...	...	...	3	...	3	1,630	3,896,931	2,154,196	254,589,383	2,391	1,322	156,190	...	...	...	...	I
2	...	2	30	...	...	...	...	...	...	449½	250,817	138,725	7,577,288	558	309	16,857	...	...	...	...	IV
...	...	2	31	...	...	...	...	...	...	751½	374,071	359,742	26,771,774	498	479	35,624	...	...	...	...	V
2	1	3	95	...	...	1	1	1	1	1,699	2,137,125	1,492,700	117,567,156	1,258	879	69,198	...	...	...	...	VII
1	1	5	70	...	...	...	..	...	...	979	694,962	418,628	31,483,182	710	428	32,158	...	...	...	...	IX
1	...	2	31	...	...	...	...	...	...	296	189,299	105,670	8,299,291	640	357	28,038	...	...	...	...	X
11	2	4	91	...	...	1	...	1	...	2,486½	2,416,587	2,038,571	143,491,653	972	820	57,708	...	...	...	...	XIII
...	...	...	16	...	...	...	...	...	...	692½	1,142,552	736,478	53,281,554	1,650	1,063	76,941	...	...	...	...	XV
...	...	...	2	...	...	...	...	...	...	105	121,534	43,116	3,957,585	1,157	411	37,691	...	...	...	...	XVI
...	...	2	11	...	...	...	...	...	...	273	625,490	191,258	27,783,792	2,291	700	101,772	...	...	...	...	XVII
1	9	...	80	(*b*)1	(*b*)3	...	1	3		871	2,225,894	769,671	70,923,414	2,556	884	81,428	...	...	...	...	XVIII
...	...	4	6	...	...	...	...	...	...	27¼	45,557	12,996	884,685	1,672	477	32,466	...	...	...	...	XX
1	...	...	3	...	...	...	...	...	...	45	33,681	21,610	903,489	749	480	20,078	...	...	...	...	XXI
...	...	...	2	...	...	...	...	...	...	7¼	7,892	3,743	36,834	1,052	499	4,911	...	...	...	...	XXII
...	...	...	14	...	...	...	...	...	...	29¼	15,881	6,942	177,705	538	235	6,024	...	...	...	...	XXIII
...	...	1	14	...	...	...	...	...	...	553	1,396,114	425,202	52,052,916	2,525	769	94,128	...	...	...	...	XXIV
18	2	3	53	...	...	...	...	...	...	1,446¾	2,364,797	2,715,003	126,160,519	1,635	1,877	87,203	...	...	...	...	XXX
2	...	17	37	...	...	...	...	...	...	461	2,478,600	609,859	61,016,044	5,377	1,323	132,356	...	...	...	...	XXXI
15	...	...	52	...	...	...	...	...	...	839	2,084,787	575,819	80,825,743	2,482	686	97,528	...	...	...	...	XXXII
4	...	1	52	...	...	...	...	...	...	737	1,968,522	533,390	68,571,383	2,671	724	93,041	...	...	...	...	XXXIII
...	...	...	..	...	...	...	...	...	...	4¾	62,708	3,356	300,374	13,202	707	63,237	...	...	...	...	XXXV
...	...	...	3	...	...	...	...	...	...	51	8,920	31,030	222,422	175	608	4,361	..	...	...	...	XXXVI
...	1	1	13	...	...	...	...	...	...	376	463,155	187,515	18,980,033	1,232	499	50,479	...	...	...	...	XXXVII
1	...	...	3	...	...	...	...	...	...	91	69,569	24,798	1,829,250	764	273	20,102	...	...	...	...	XXXVIII
...	...	...	26	...	...	...	...	...	...	78	22,000	34,704	602,306	282	445	7,722	...	...	...	...	XXXIX
...	...	...	1	...	...	...	...	...	...	8	3,829	2,080	30,632	479	260	3,829	...	...	...	...	XL
1	...	...	35	...	...	...	...	...	...	354	272,656	166,007	15,185,938	770	469	42,898	...	...	...	...	XLV
...	...	...	...	...	...	...	...	...	...	58¾	62,458	17,686	1,209,074	1,063	301	20,580	...	...	...	...	XLVI
...	...	...	...	...	...	...	...	...	...	124	71,992	27,720	3,425,465	581	223	27,625	...	...	...	...	LI
...	...	...	13	...	...	...	...	...	...	332	328,378	161,235	12,794,770	989	486	38,538	...	...	...	...	LII
...	...	...	3	...	...	...	..	..	...	94	41,978	27,299	1,776,891	447	290	18,903	...	...	...	...	LIII
61	16	51	824	(*b*)1	(*b*)3	2	4	3	7	15,950½	25,828,739	14,036,729	1,192,712,545	1,619	880	74,776	...	...	...	...	
57	10	44	660	1	18	3	10	4	28	13,489¼	22,339,905	12,296,241	1,035,892,398	1,656	912	76,794	0·045	0·806	0·001	0·017	

(*b*) Not passengers, but cartmen.
(*c*) Except where statistics for 5 quarters are not available for any line.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	12 6	11 13	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14⅔	17 4⅔
Moulmein and Amherst	7 14	7 14	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	19 12	19 12
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	11 5	11 5	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	145 0	143 0	14 3	14 3
Rangoon	7 6	7 6	...	...	9 4	9 4	10 3	11 2	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 13	10 13	12 6	12 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	11 10	11 4	16 10	15 4	...	...	...	...	...	...	...	...	10 10	10 2	...	...	...	...	236 8	221 12	15 12	15 12
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 10	12 5	14 3	14 0	...	...	...	...	...	...	...	...	11 12	11 7	...	...	8 6	8 6	450 0	450 0	14 3	14 0
Henzada	...	...	...	...	12 16	10 9	12 10	10 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 5	12 14	13 15	13 15	...	...	...	...	...	...	...	...	13 13	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Tounguo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	19 2	...	...	10 12	11 11	13 13	13 13	...	...	...	...	...	...	...	...	16 0	16 0	32 3	32 3	...	...	326 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	11 7	10 14	...	...	10 14	10 5	12 0	11 4	...	...	...	...	...	...	...	...	10 0	10 0	26 10	24 0	8 15	9 3	60 0	120 0	17 15	16 4
Arakan—																										
Sandoway	...	...	...	...	27 0	27 0	36 0	36 0	...	...	...	...	...	...	...	...	...	...	...	20 5	...	...	469 11	469 11	12 4	14 0
Kyaukpyu	...	...	...	...	19 2	17 12	20 10	19 5	...	...	...	...	...	...	...	...	6 0	6 0	...	*	...	...	333 0	333 0	16 8	15 0
Akyab	...	...	...	...	15 0	14 8	18 0	18 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	120 0	120 0	8 0	8 0
Assam—																										
Surma—																										
Sylhet	13 4	9 0	...	...	10 0	10 10	10 10	12 4	...	...	...	...	...	...	...	...	15 0	16 0	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	7 8	8 14½	...	...	9 8	10 10⅔	11 0	16 6⅔	...	...	...	...	...	...	...	...	13 8	13 5⅓	...	...	...	...	80 0	80 0	9 6⅔	9 11
Khási and Jaintiá Hills	...	...	...	...	6 0	6 0	7 0	7 0	...	...	...	...	...	...	...	...	9 0	9 8	16 0	16 0	...	...	100 0	100 0	8 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	12 0	12 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goalpára	16 0	16 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	15 0	10 0	80 0	80 0	9 0	9 0
Kámrúp	10 0	10 0	...	...	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	10 0	9 0
Darrang	7 0	7 0	...	...	10 8	10 8	12 8	12 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	150 0	8 0 0	9 8 0
Nowgong	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	9 0	9 2 0
Sibságar	...	...	...	...	6 8	6 8	16 8	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	40 0	80 0	8 0 0	9 8 2 0
Lakhimpur	9 0	9 0	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	12 0	12 8	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6½	11 2½	12 15	12 4½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	9 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	8 0	8 0
Khásí Hills	...	...	...	...	4 0	4 0	10 0	10 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 0	11 8	12 8	12 8	...	...	...	...	...	...	...	...	15 8	16 0	...	...	12 8†	12 8†	100 0	100 0	11 0	11 0
Noakholly	...	...	...	...	13 0	11 0	14 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0 0
Chittagong	11 0	11 0	...	...	11 8	11 0	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 0	10 0 0
Tipperah	11 7	11 7	...	...	8 14	8 14	12 10½	12 10½	...	...	...	...	...	...	...	...	10 0	10 0	...	...	6 10½	6 10½	110 0	110 0	10 0	10 0 0
Dacca	12 0	12 0	13 0	13 0	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	12 0	12 0	120 0	120 0	9 8	9 8
Mymensingh	10 0	10 0	...	...	10 0	10 8	12 12	13 4	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	‡	...	...	9 12	9 8
Deltaic—																										
Khoolna	...	...	...	...	12 12	12 0	13 8	13 0	...	...	...	...	...	...	...	...	13 0	16 0	...	...	...	...	160 0	160 0	8 0	8 0
24-Pergunnahs	14 8	14 8	18 12	18 12	8 0	8 0	14 0	15 0	...	...	...	...	...	...	7 0	7 0	20 0	20 0	...	...	17 0	17 0	100 0	100 0	10 12	10 12
Midnapore	11 0	11 0	...	...	11 0	13 0	15 0	16 4	...	...	...	...	...	...	...	...	17 0	17 0	...	...	12 0	12 0	120 0	120 0	10 8	10 8
Howrah	...	...	...	...	10 0	10 0	13 8	13 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	12 8	12 8	100 0	100 0	10 8	10 8
Calcutta	13 4	13 8	17 12	17 3	8 14	8 14	12 12	12 12	...	16 0	...	10 10	...	...	8 14	8 9	17 5	17 8	19 1	18 10	15 5	15 12	92 8	92 8	10 8	10 8
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 4	15 4	20 0	20 0	12 4	12 3	14 8	14 8	...	...	...	...	...	...	...	...	21 5¼	23 12	...	...	16 13	16 13	...	...	9 13	9 13
Jessore	13 4	13 4	...	...	11 0	11 0	14 8	14 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 0	8 0
Furreedpore	16 0	15 0	20 0	20 0	10 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	17 0	16 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	15 0	15 0	20 0	20 0	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	27 0	27 0	18 0	18 0	240 0	240 0	10 4	10 4
Burdwan	14 0	14 10	...	...	12 0	12 6	15 15	16 5	...	...	...	...	...	...	...	...	19 0	18 12	...	...	24 0	20 0	100 0	100 0	11 2	11 2
Beerbhoom	17 4	17 0	...	...	13 8	13 8	16 8	16 8	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 8	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 0	10 0	16 0	15 0	...	...	...	...	...	...	...	...	22 8	23 8	...	...	17 12	17 12	200 0	200 0	11 4	11 4
Sonthal Pergunnahs	13 0	13 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	30 0	20 0	21 0	21 0	200 0	200 0	9 0	9 0
Pubna	18 0	18 0	...	...	7 2	7 2	15 0	16 2	...	...	...	...	...	...	...	...	18 12	18 12	...	...	18 0	17 4	200 0	200 0	8 11½	8 11½
Bogra	15 0	15 0	...	...	12 0	12 0	15 0	14 4	...	...	...	...	...	...	...	...	17 4	18 12	...	...	...	...	90 0	90 0	9 12	9 6
Rajshahye	16 8	17 4	24 0	24 0	12 0	12 0	13 14	14 4	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 10	18 10	240 0	240 0	9 9	9 9
Maldah	19 0	18 0	...	...	13 0	11 0	16 0	18 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	...	...	160 0	120 0	9 8	9 0
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 10	10 10	100 0	100 0	9 6	9 6
Dinagepore	15 9	15 0	18 0	18 0	12 13	12 0	15 9	15 8	...	...	...	...	...	...	...	...	18 13	21 0	...	...	16 0	16 0	160 0	160 0	10 0 0	10 0 0
Jalpáiguri	13 0	13 0	16 0	16 0	8 0	8 0	16 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	200 0	200 0	9 0 0	9 0 0
Darjeeling	9 0	8 0	10 0	10 0	5 0	5 0	12 0	11 0	...	...	...	...	15 0	16 0	...	...	11 0	12 0	20 0	18 0	10 0	8 0	120 0	120 0	7 8	7 0
Orissa—																										
Pooree	11 13	11 13	...	...	13 6	13 6	21 0	21 0	...	...	...	...	...	...	...	...	14 7	13 2	...	...	13 2	13 2	80 0	80 0	9 13	9 13
Cuttack	14 7	14 7	...	...	10 8	18 6	18 6	17 0	...	...	...	...	...	...	...	...	14 7	14 7	...	...	19 11	19 11	80 0	80 0	10 0	10 0 0
Balasore	15 0	15 0	13 0	13 0	12 0	12 0	16 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0 0
Chota-Nagpur—																										
Singhbhoom	12 0	16 0	16 0	20 0	12 0	12 0	14 0	15 0	...	...	...	...	...	...	...	...	14 0	16 0	20 0	20 0	22 0	21 0	240 0	240 0	9 0	9 0
Manbhoom	13 5	13 5	28 0	13 0	13 0	13 0	20 0	21 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	17 0	200 0	200 0	9 14	9 14
Lohardugga	14 0	{ 8 0 to 14 0 }	20 0	...	14 8	...	{ 16 0 to 16 8	{ 15 4 to 18 0	...	...	...	...	44 8	45 0	...	...	13 0	14 0	40 0	40 0	24 0	{ 16 0 to 26 0	120 0	120 0	9 0	9 12
Hazáribágh	14 0	14 0	14 0	14 0	8 0	8 0	16 8	16 0	...	...	...	...	30 0	30 0	...	...	16 0	16 0	21 0	20 0	21 0	21 0	240 0	240 0	8 8	8 0

* Rs per 100 cobs.

† Khesari, husked.

‡ Not sold.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1890—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, brst 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.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Monghyr	17 13	16 8	22 0	21 0	11 0	11 4	14 11	13 14	...	...	...	...	...	...	17 13	14 11	22 0	21 0	22 0	21 0	17 13	16 12	147 0	147 0	10 8	10 3
Gya	14 12	15 0	19 0	18 8	9 0	11 0	14 4	14 0	...	...	...	...	...	...	16 0	16 8	17 12	19 0	...	...	17 8	19 0	180 0	180 0	9 2	9 2
Patna	15 6 to 17 4	15 12 to 16 12	18 0	20 0	10 0	10 0	16 12	15 4	19 8	19 0	...	...	...	...	19 8	18 0	19 8	19 8	20 0	19 0	19 0	19 8	110 0	110 0	10 0	10 0
Shahabad	16 0	15 0	19 0	20 0	8 0	8 0	15 8	14 12	20 0	20 0	...	...	...	...	...	...	20 0	19 0	...	...	18 0	20 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	18 0	18 0	...	...	15 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	18 0	23 0	...	...	15 0	15 0	140 0	...	9 0	9 8
Bhágalpur	17 0	17 11	21 11	21 7	10 1 to 12 10	10 1 to 12 10	13 14 to 15 2	13 14 to 15 2	...	...	...	...	...	...	...	...	21 7	21 7	23 10	22 6	19 9	18 15	138 14	138 14	10 1	10 1
Durbhunga	15 6	14 8	15 8	13 0	12 0	12 0	16 8	16 8	...	...	...	...	28 8	27 8	17 8	...	19 12	19 12	22 0	22 0	17 8	19 12	160 0	200 0	11 0	11 0
Mozufferpore	19 0	17 0	20 0	20 0	9 0	9 0	14 0	15 0	...	...	...	...	23 0	...	...	...	20 0	22 0	19 0	19 0	16 0	16 0	160 0	160 0	10 8	10 0
Sarun	15 8	16 0	18 0	17 12	8 4	8 8	14 0	13 2	...	...	...	...	21 0	19 8	14 0	14 0	18 8	18 8	19 8	18 0	18 0	18 4	160 0	160 0	10 4	10 8
Chumparun	17 0	17 0	21 0	19 0	9 0	10 0	14 8	15 8	...	...	...	...	28 0	28 0	...	...	19 0	19 0	22 0	20 0	17 0	18 0	160 0	160 0	10 8	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	12 8	15 0	14 0	8 0	7 0	12 0	12 0	...	14 0	15 0	15 0	...	...	12 0	10 0	17 0	16 0	13 8	17 0	19 0	18 0	100 0	100 0	10 0	10 0
Benares	13 14½	14 14	15 11	16 0	9 8	10 13½	13 13	13 13	16 13	16 4	16 4	15 11½	...	...	14 8	14 8	17 14	17 1	20 10	19 0	18 11	18 7	120 0	120 0	10 6½	10 6½
Ghazipur	14 3	14 3	16 0	16 12	7 1	7 1	11 0	11 0	18 0	18 0	11 10	11 9	25 12	25 12	19 0	19 5	18 0	18 0	18 0	18 0	20 10	20 10	129 0	129 0	9 10	9 10
Jaunpur	13 0	13 0	15 0	15 0	7 0	7 0	8 0	8 0	...	...	...	...	...	...	...	...	15 8	15 8	14 0	14 0	18 0	18 0	160 0	160 0	10 0	10 0
Allahabad	12 8	12 8	15 12	15 12	7 10	7 8	12 4	12 4	15 0	15 8	16 0	16 0	19 0	18 0	18 0	18 0	16 8	17 0	...	..	17 0	17 8	110 0	110 0	10 0	10 0
Central—																										
Bánda	13 2	12 14	15 12	16 12	8 0	8 2	14 8	14 12	17 4	17 4	15 12	15 4	....	...	...	...	16 12	16 12	...	...	14 2	14 12	180 0	180 0	10 8	10 8
Fatehpur	13 8	13 8	15 0	15 12	10 8	11 8	15 0	15 0	...	...	...	...	...	...	...	...	17 4	17 4	...	...	19 8	20 6	160 0	160 0	10 12	10 12
Hamírpur	13 14	13 12	16 4	18 0	9 0	9 0	11 0	11 0	16 0	15 8	16 0	15 8	...	...	...	...	17 10	17 13	...	...	19 8	19 8	140 0	140 0	10 8	10 8
Jalaun	15 0	15 0	18 0	18 0	9 0	9 0	10 0	10 0	18 0	18 0	18 0	18 0	15 0	15 0	16 0	16 0	18 0	18 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Cawnpore	15 0	13 8	17 8	16 8	9 0	9 0	12 0	12 0	18 0	...	18 0	18 0	...	...	22 0	24 0	18 0	17 8	23 0	...	21 0	20 8	150 0	150 0	12 0	12 0
Etáwah	14 0	12 10	16 8	16 2	6 0	6 0	13 0	13 0	15 8	15 10	15 9	15 12	14 0	14 0	12 0	12 0	14 0	16 4	19 0	19 0	20 0	18 8	120 0	120 0	11 0	11 0
Farukhabad	13 0	13 0	16 8	16 8	6 0	6 4	8 0	9 0	...	...	...	...	...	...	...	...	17 0	16 8	15 8	17 0	18 8	17 12	120 0	130 0	10 8	11 4
Mainpuri	14 8	14 0	16 12	16 0	4 8	8 0	14 0	8 0	14 0	14 0	12 0	12 0	...	...	...	...	16 0	16 0	16 0	16 0	19 0	18 8	160 0	160 0	11 4	11 0
Etah	15 4	14 6	17 4	17 4	6 8	6 8	10 4	10 8	16 4	16 4	11 12	11 12	22 4	23 4	10 4	10 4	22 4	23 4	19 4	19 4	14 4	14 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	14 12	14 8	19 0	19 0	9 0	9 0	11 8	11 8	17 8	17 8	15 0	15 0	24 0	24 0	21 0	21 0	15 8	16 4	21 0	21 0	11 8	12 0	160 0	160 0	10 4	10 4
Jhánsi	15 4	15 10	19 12	22 12	7 12	7 12	12 4	12 4	16 12	19 9	...	21 4	...	...	...	...	16 2	17 3½	...	...	19 4	20 4	180 0	180 0	10 8	10 8
Agra	14 8	14 0	18 8	17 8	5 0	5 0	9 0	9 0	18 0	18 0	17 8	18 0	...	...	17 0	17 0	18 4	17 8	17 0	17 0	16 0	16 0	100 0	100 0	11 8	11 8
Muttra	15 0	14 0	19 8	17 8	7 8	7 8	12 0	12 0	18 0	18 0	16 0	16 0	...	...	10 0	10 0	19 0	18 0	...	...	23 0	23 0	140 0	140 0	11 12	11 12
Aligarh	14 15	14 12	17 12	18 4	5 4	5 4	9 4	9 4	18 0	18 0	15 8	15 8	...	...	16 0	16 0	17 12	17 12	23 0	23 0	20 0	21 12	120 0	120 0	11 4	11 4
Bulandshahr	16 4	15 4	18 8	18 0	7 0	6 0	11 0	10 0	18 0	17 0	16 0	15 0	...	9 0	16 0	16 0	18 4	17 4	19 0	16 0	15 0	15 0	120 0	120 0	11 6	11 6
Meerut	16 4	16 0	19 0	19 0	5 0	5 0	13 0	13 0	20 0	21 0	18 0	18 0	14 0	14 0	14 0	14 0	18 8	18 8	20 0	21 0	19 0	19 0	100 0	100 0	11 8	11 8
Sub-montane—																										
Ballia	15 9	15 12	18 0	18 0	9 9	9 8	14 8	14 4	18 8	18 10	...	...	20 8	20 8	14 4	14 4	18 12	18 10	18 8	18 10	18 8	19 4	155 0	140 0	10 4	10 8
Azamgarh	13 4	12 4	15 2	15 8	8 14	8 2	12 8	11 15	...	...	...	...	17 11	...	...	...	16 4	17 0	...	...	12 8	13 2	177 8	177 8	9 13	9 13
Gorakhpur	13 8	14 6	16 3	17 1	9 0	9 0	14 6	13 8	...	...	...	...	18 0	18 0	12 8	12 8	16 3	16 10	...	...	16 10	17 1	140 0	140 0	10 6	9 10
Basti	14 12	14 0	16 0	16 0	8 12	8 8	24 0	21 0*	10 0	10 0	...	...	12 0	12 0	8 0	8 0	15 8	16 0	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Shahjahánpur	14 8	14 12	18 8	18 4	8 0	8 8	13 0	13 0	...	...	...	...	25 0	...	22 0	...	17 8	17 8	19 0	...	18 0	16 8	140 0	140 0	10 8	10 8
Budaun	15 0	14 4	18 0	18 0	7 0	7 4	13 0	13 0	17 0	17 8	16 0	16 0	...	...	20 0	20 0	17 8	18 0	17 0	18 0	17 0	17 8	200 0	200 0	11 4	11 4
Pilibhit	15 1	13 4	21 0	19 6	15 0	12 12	16 4	14 0	17 8	16 14	...	...	...	...	...	...	18 12	17 3	20 0	20 0.	...	...	130 0	130 0	10 14	10 14
Bareilly	13 12	13 7	15 10	15 15	7 8	7 8	12 8	12 3	16 14	15 15	12 8	14 6	18 12	...	16 14	15 0	16 9	15 10	18 2	17 3	17 8	17 8	125 0	125 0	10 10	10 10
Moradabad	16 4	16 4	19 0	18 0	9 0	9 0	13 0	13 0	19 0	19 0	16 8	16 8	...	...	16 8	16 8	19 0	18 0	21 0	19 4	20 0	20 0	150 0	150 0	11 4	11 4
Terái	14 6	15 0	22 8	23 12	7 8	7 8	11 8	12 0	20 0	20 0	17 8	18 0	...	...	23 12	25 0	16 4	17 8	21 4	20 8	20 0	20 0	120 0	100 0	10 0	10 0
Bijnor	14 12	14 12	17 7	18 9	10 11	10 11	12 6	11 13	...	...	...	...	...	...	...	...	17 7	17 7	...	...	...	...	135 0	135 0	10 11	10 9
Muzaffarnagar	17 1	16 13	18 12	18 12	6 9	6 9	12 2	11 9	19 13	19 13	12 2	12 2	12 2	12 2	8 13	8 13	19 4	19 4	17 10	17 10	13 5	13 5	132 0	132 0	10 2	10 0
Saháranpur	16 2	16 2	20 7	20 7	8 9	8 9	11 13	11 13	21 8	21 8	21 8	21 8	26 14	26 14	26 14	26 14	19 5½	19 5½	23 10½	23 10	15 1	15 1	129 0	129 0	11 4½	11 4
Debra Dún	14 0	13 8	18 0	16 8	6 0	6 0	10 0	10 0	18 0	18 0	14 0	14 0	20 0	20 0	...	...	16 0	15 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Kumaun	7 8	7 8	10 0	10 0	8 0	8 8	8 8	8 8	...	...	...	...	11 0	12 0	14 0	13 0	11 8	10 0	...	...	8 0†	7 0†	200 0	120 0	7 0	7 0
Garhwál	12 8	12 8	16 0	16 0	8 0	8 0	10 0	10 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	13 12	13 10	17 0	17 0	11 0	11 5	14 0	13 2	...	...	...	...	21 0	21 0	...	...	17 0	16 8	...	...	14 8	15 0	180 0	180 0	9 8	9 5
Sultanpur	14 0	13 8	16 0	15 8	9 0	7 0	13 8	12 0	20 0	20 0	16 0	16 0	36 0	36 0	20 0	20 0	16 0	15 0	16 0	16 0	18 8	17 8	160 0	160 0	11 0	11 0
Rae-Bareli	14 8	14 12	17 0	17 8	7 0	7 0	13 8	12 12	14 0	14 0	11 8	12 8	22 0	22 0	15 0	17 0	18 6	18 0	19 0	23 0	20 8	20 8	180 0	180 0	10 0	10 0
Unao	13 4	13 0	16 0	16 0	8 0	8 0	13 0	11 0	...	...	18 0	18 0	...	16 0	...	...	16 0	16 0	24 0	...	15 0	15 0	160 0	160 0	11 0	11 0
Lucknow	13 11	13 12	15 12	16 0	6 0	6 0	12 8	11 6	15 0	...	15 0	15 0	25 0	...	20 0	22 0	15 11	18 8	17 0	19 3	19 0	18 0	120 0	120 0	10 4	10 8
Hardoi	14 8	15 8	19 0	19 0	7 0	7 0	12 0	12 0	...	...	...	...	28 0	30 0	27 0	30 0	18 0	17 0	20 0	20 0	14 0	12 0	120 0	120 0	10 12	10 8
Northern—																										
Fyzabad	13 4	13 9	15 12	15 12	10 8	10 4	12 8	11 8	...	...	16 0	15 4	16 8	16 8	15 8	15 0	16 4	15 12	18 4	18 0	17 8	17 0	110 0	110 0	9 0	9 0
Barabanki	13 8	13 4	16 0	16 0	9 0	9 0	10 0	10 0	14 0	14 0	16 0	15 0	20 0	20 0	18 0	17 0	16 8	16 4	19 0	19 0	19 0	19 0	120 0	120 0	10 8	10 8
Gonda	15 0	15 1	18 8	20 12	11 13	11 14	14 4	14 4	20 0	20 0	17 0	19 1	24 0	21 14	20 0	17 14	17 7	16 14	18 0	18 5	20 8	20 8	200 0	200 0	10 4	10 0
Bahraich	15 0	15 0	19 0	20 0	10 0	10 0	12 0	12 0	...	...	...	...	24 0	24 0	...	...	19 0	19 0	18 0	18 0	21 0	22 0	160 0	160 0	10 0	10 0
Sitapur	14 12	15 4	19 0	20 0	8 0	8 0	13 0	13 0	18 0	18 0	12 0	13 8	22 0	22 0	19 0	19 0	18 8	19 4	27 0	24 0	20 0	21 0	160 0	160 0	10 0	10 0
Kheri	15 0	16 0	21 0	21 0	8 0	8 0	13 8	14 0	...	...	...	...	31 0	24 0	...	...	19 0	20 0	...	...	24 0	23 0	200 0	120 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	14 6	14 1	18 12	21 4	7 8	6 14	8 9	9 6	21 4	21 4	12 8	12 8	...	...	...	...	18 2	17 8	21 4	18 12	25 0	27 8	...	...	15 3	15 4
Bánswára	23 2	23 9	20 0	25 0	8 2	7 8	12 8	12 8	...	...	...	...	...	...	...	...	25 0	25 0	31 4	31 2	17 8	20 0	...	...	9 10	8 13
Meywar (Oodeypore)	11 5½	12 1½	15 3½	16 0½	7 13	7 13	8 9½	8 9½	14 7½	15 10	14 1	14 1	*Nil*	*Nil*	12 8	12 8	12 8	12 8	15 10	14 1	9 12½	9 12½	160 0	160 0	9 12½	9 12¼
Sirohee	13 0	13 8	20 0	20 0	6 0	7 0	17 0	17 0	18 0	18 0	...	...	20 0	20 0	14 0	16 0	18 0	18 0	16 8	18 0	10 8	10 8	160 0	160 0	11 8	11 8
Erinpura	14 4	16 4	18 7	23 4	...	8 8	20 0	20 0	20 0	20 0	...	...	...	...	16 11	18 2	...	...	...	...	240 0	240 0	12 0	12 0		
Ajmere	13 6	13 8	17 8	17 8	4 0	5 0	17 8	17 8	16 8	16 8	...	...	...	...	16 10	16 8	17 8	18 0	...	...	80 0	80 0	12 0	12 0		
Abu	13 4	13 10	18 0	18 0	6 4	6 4	7 8	7 8	...	...	16 0	16 0	...	...	...	...	14 0	14 8	16 0	16 8	10 8	10 8	...	...	11 0	11 0
Kishenguth	13 0	15 4	16 4	18 8	9 8	9 0	10 8	10 0	16 8	18 4	15 4	17 12	...	...	...	...	15 8	16 8	16 0	18 4	...	...	...	82 0	13 0	13 0
Boondee	19 0	19 0	25 0	25 0	10 0	10 0	10 8	10 8	24 8	24 8	...	...	...	...	...	...	21 4	21 4	...	...	10 0	...	160 0	160 0	10 8	10 8
Kotah	16 8	19 0	24 0	26 0	6 8	6 8	8 0	8 0	22 8	25 0	10 0	14 0	...	...	...	...	22 8	25 0	16 0	17 8	16 0	17 8	240 0	240 0	10 0	10 0
Jhallawar	15 2	15 15	24 14	24 14	8 14	8 14	11 12½	11 12½	21 2½	22 7	16 1	16 1	...	...	21 0	16 9	18 13	19 13	...	...	10 3	10 3	175 0	175 0	9 2½	9 8
Tonk	15 4	17 11	20 6	23 14	8 8	8 10	9 9	9 11	20 10	24 12	...	...	...	...	...	...	19 4	22 9	20 2	...	...	...	80 0	80 0	11 10	11 12
Jeypore	15 0	15 0	19 8	20 0	4 8	4 12	8 4	8 4	18 0	20 0	16 0	17 0	...	...	15 0	15 0	17-8 to 17 12	18-0 to 19 8	18 0	19 8	22 0	24 0	115 0	115 0	12 0	12 0
Kerowlee	15 10	15 0	16 9	18 12	10 0	10 0	11 4	11 4	19 6	18 12	20 0	15 10	...	...	12 8	13 0	17 8	16 0	...	...	21 4	21 4	210 0	210 0	10 10	10 10
Dholpur	14 10	14 3	19 3	18 6	8 7	8 7	10 2	10 2	18 3	18 1	18 11	17 0	...	...	15 12	15 3	16 13	17 0	...	...	23 10	24 2	90 0	90 0	11 8	11 12
Bhurtpore	15 4	15 4	19 8	19 8	6 12	6 12	8 4	8 4	17 0	17 4	16 2	16 4	...	...	13 12	13 12	17 12	18 4	20 0	20 0	20 4	20 0	240 0	260 0	11 12	11 12
Ulwur	15 11	16 0	19 15	20 9	8 0	8 0	10 1	10 0	21 7	23 7	16 10	16 2	...	...	11 8	11 8	18 15	19 10	20 11	21 0	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	14 14	15 8	20 6	23 0	4 0	4 0	7 0	7 0	19 4	22 0	19 0	20 0	...	...	...	...	19 8	21 6½	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	13 1½	13 13	17 9	18 14½	7 2¾	7 8	8 2¾	8 8	18 9¼	20 6½	15 2	15 5¼	...	...	...	...	16 14½	18 3¼	17 10	19 14	11 10¾	12 3¼	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	15 8	15 8	19 0	19 0	...	15 0	14 0	...	...	...	...	...	...	...	11 0	22 0	20 0	...	...	...	§	§	11 0	11 8		
Bálmer	13 4	13 4	...	...	5 0	5 0	7 6	7 6	...	...	19 8	18 14	...	...	...	...	13 0	13 0	...	...	...	...	260 0	260 0	14 0	14 0
Anádra	15 0	15 8	20 0	20 0	6 0	8 0	8 0	...	...	...	18 0	18 0	...	...	...	...	15 0	15 0	18 0	18 0	11 0	10 8	...	...	12 0	12 0
Shahpoora	15 0	16 12	21 11	25 12	7 8	7 0	11 1	11 4	21 0	24 4	18 1½	20 0	...	...	...	...	16 10	22 0	21 8	25 4	...	...	160 0	160 0	11 12	11 8
Western—																										
Jodhpore	12 8	13 2	17 8	17 8	6 4	6 4	7 8	9 6	15 0	17 8	15 0	15 0	...	...	...	...	13 12	15 0	17 8	17 8	...	...	...	...	13 7	13 2
Jeysulmere	12 0	11 10	...	...	8 0	8 4	10 10	10 6	16 0	16 0	14 12	14 10	...	...	...	...	12 12	12 12	...	...	...	...	...	...	21 0	21 0
Bickaneer	12 0	12 2½	...	...	2 14	2 14	16 5¾	6 4	...	...	15 7	16 11½	...	...	...	...	14 11½	16 8	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	14 2	13 12	18 0	18 0	8 9	8 9	10 0	10 0	25 0	25 0	20 0	20 0	‡	‡	‡	‡	16 4	17 12	29 0	28 0	20 0	20 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	13 8	13 8	19 7	20 12	7 0	7 0	9 8	9 8	21 10	21 0½	18 3	17 15	...	...	...	...	16 8	16 13	22 12	21 6	24 0	24 0	160 0	160 0	11 14	11 12
Baghelkhand (Sutna)	15 0	15 12	17 0	18 8	8 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	17 4	17 8	...	...	21 8	22 0	160 0	160 0	10 8	10 8
Goona	16 8	16 8	16 0	16 0	8 0	8 0	8 8	8 8	20 0	20 0	...	...	...	...	...	...	19 0	20 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	14 5½	14 5	18 5	19 15	6 14½	6 14½	9 0	8 8	16 8	19 0	16 3	17 10	...	...	17 0	17 0	13 0	13 9	17 10	19 0	14 5½	14 14	149 0	149 0	11 15	11 15

* Unhusked. † Husked. ‡ Not sold. § Six pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1890 —*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.	Firkwood. Present fortnight.	Firkwood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
Punjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—																										
Hissar	16 0	16 0	23 0	23 0	...	...	10 0	10 0	20 0	20 0	19 0	19 0	†	†	†	†	22 0	23 0	19 0	19 0	†	†	120 0	120 0	11 4	11 4
Ferozepore	19 0	19 0	25 0	26 0	...	...	10 0	10 0	30 0	28 0	20 0	22 0	†	†	20 0	20 0	24 0	26 0	26 0	30 0	10 0	10 0	105 0	105 0	13 0	13 0
Montgomery	18 0	18 0	24 0	23 0	...	...	10 0	10 0	16 0	16 0	16 0	16 0	‡	‡	20 0	20 0	22 0	23 0	16 0	16 0	8 0	8 0	253 0	253 0	12 8	12 0
Central—																										
Gurgaon	17 0	17 0	20 0	19 0	...	...	10 0	10 0	19 0	19 0	17 0	17 0	†	†	†	†	20 0	19 0	19 0	19 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	16 0	16 0	19 0	19 0	...	...	13 0	13 0	20 0	20 0	16 0	15 0	†	†	13 0	13 0	19 0	19 0	15 0	15 0	20 0	20 0	90 0	90 0	11 0	11 0
Rohtak	17 0	17 0	20 0	21 0	...	...	10 0	10 0	19 0	19 0	18 0	17 0	†	†	16 0	16 0	21 0	21 0	20 0	20 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	22 0	24 0	...	...	12 0	11 0	24 0	22 0	18 0	16 0	20 0	20 0	16 0	16 0	21 0	22 0	28 0	24 0	19 0	19 0	160 0	160 0	9 8	9 8
Lahore	18 0	18 0	26 0	26 0	...	...	10 0	10 0	24 0	25 0	20 0	20 0	‡	‡	23 0	23 0	22 0	23 0	22 0	23 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	17 0	17 0	22 0	22 0	...	...	11 0	11 0	20 0	23 0	18 0	18 0	20 0	20 0	8 0	8 0	21 0	21 0	22 0	22 0	18 0	18 0	120 0	120 0	13 0	13 0
Ludhiána	19 0	19 0	25 0	27 0	...	...	13 0	12 0	23 0	27 0	19 0	22 0	†	†	17 0	20 0	26 0	22 0	25 0	24 0	14 0	18 0	120 0	120 0	13 0	12 8
Jullundur	20 0	19 0	24 0	24 0	...	...	8 0	8 0	23 0	22 0	19 0	19 0	*	†	20 0	20 0	22 0	21 0	24 0	24 0	*	*	110 0	110 0	13 0	12 8
Hoshiárpur	19 0	20 0	25 0	27 0	...	...	10 0	10 0	24 0	29 0	20 0	20 0	12 0	12 0	20 0	20 0	22 0	22 0	24 0	24 0	12 0	12 0	100 0	100 0	12 8	12 8
Gurdáspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	26 0	24 0	14 0	14 0	†	†	12 0	12 0	21 0	22 0	24 0	22 0	12 0	12 0	105 0	105 0	13 0	13 0
Amritsar	19 0	19 0	26 0	26 0	...	...	12 0	12 0	25 0	24 0	17 0	16 0	†	†	24 0	19 0	22 0	22 0	26 0	22 0	10 0	10 0	120 0	120 0	12 0	12 0
Hills—																					†	†	90 0	90 0	13 0	13 0
Simla	12 0	11 0	15 0	15 0	...	...	8 0	8 0	13 0	15 0	14 0	14 0	17 0	17 0	10 0	10 0	15 0	12 0	14 0	13 0	9 0	10 0	65 0	65 0	8 15	8 15
Kángra	17 0	17 0	25 0	25 0	...	...	13 0	12 0	13 0	13 0	10 0	10 0	21 0	22 0	7 0	6 0	16 0	17 0	21 0	22 0	12 0	11 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkot	18 0	18 0	28 0	29 0	...	...	13 0	13 0	30 0	30 0	23 0	28 0	‡	‡	30 0	30 0	22 0	22 0	27 0	27 0	12 0	12 0	120 0	120 0	14 0	14 0
Gujránwála	20 0	20 0	31 0	31 0	...	...	14 0	14 0	26 0	26 0	24 0	24 0	†	†	25 0	25 0	23 0	24 0	24 0	24 0	†	†	105 0	105 0	13 0	13 0
Gujrát	23 0	21 0	35 0	28 0	...	...	11 0	11 0	27 *	27 0	25 0	24 0	†	†	12 0	12 0	23 0	23 0	27 0	27 0	†	†	140 0	120 0	14 0	14 0
Jhelum	21 0	21 0	29 0	28 0	...	...	10 0	10 0	24 *	25 0	24 0	24 0	*	*	*	*	21 0	21 0	28 0	28 0	*	*	100 0	120 0	14 0	14 0
Rawalpindi	19 0	20 0	33 0	32 0	...	...	9 0	9 0	40 *	45 0	30 0	30 0	*	*	16 0	16 0	21 0	21 0	30 0	29 0	25 0	25 0	83 0	80 0	13 8	13 4
Hazára	20 0	21 0	33 0	34 0	...	...	11 0	11 0	‡	‡	‡	‡	†	†	†	†	17 0	17 0	32 0	32 0	†	†	100 0	100 0	11 0	11 0
Peshawar	18 0	19 0	32 0	33 0	...	...	11 0	11 0	36 0	35 0	25 0	25 0	†	†	23 0	23 0	19 0	19 0	27 0	32 0	29 0	29 0	98 0	100 0	42 0	42 0
Kohát	22 0	22 0	35 0	36 0	...	...	16 0	16 0	33 0	33 0	33 0	33 0	†	†	†	†	23 0	23 0	35 0	35 0	16 0	20 0	180 0	180 0	60 0	60 0
Western—																										
Shahpur	19 0	20 0	26 0	26 0	...	...	10 0	10 0	25 0	25 0	26 0	26 0	20 0	20 0	22 0	22 0	25 0	26 0	25 0	25 0	*	*	200 0	200 0	13 0	13 0
Jhang	17 0	18 0	26 0	26 0	...	...	8 0	9 0	20 0	16 0	16 0	16 0	24 0	24 0	23 0	23 0	18 0	18 0	18 0	18 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	27 0	27 0	...	...	12 0	12 *	24 0	24 0	22 0	22 0	†	†	20 0	21 0	18 0	19 0	20 0	20 0	†	†	90 0	90 0	13 0	13 0
Bannu	24 0	27 0	52 0	51 0	...	...	13 0	13 0	55 0	55 0	35 0	38 0	8 0	8 0	9 0	8 0	27 0	31 0	51 0	53 0	16 0	15 0	80 0	80 0	40 0	40 0
D. I. Khan	20 0	20 0	31 0	33 0	...	...	9 0	9 0	34 0	32 0	31 0	32 0	6 0	6 0	24 0	25 0	‡	‡	‡	‡	‡	‡	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	14 0	14 0	16 0	16 0	16 0	16 0	‡	‡	‡	‡	19 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khan	18 0	18 0	25 0	28 0	...	...	8 0	8 0	25 0	25 0	25 0	25 0	‡	‡	‡	‡	19 0	20 0	‡	‡	‡	‡	125 0	125 0	24 0	24 0
Sind and Baluchistan—																										
Karáchi	13 0	13 0	19 0	19 0	8 0	8 0	11 0	11 0	19 0	19 0	17 0	16 0	‡	‡	‡	‡	16 0	16 0	16 0	16 0	9 8	10 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	13 0	13 0	18 8	18 8	7 8	7 8	11 8	9 8	21 8	20 8	19 8	18 0	...	...	...	...	15 8	15 8	...	...	...	...	160 0	160 0	11 0	11 0
Thar and Párkar (Umarkot)	15 8	15 8	...	...	...	...	13 8	13 8	...	...	15 8	14 0	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	15 0	15 0	20 0	20 0	8 0	9 0	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	11 0	11 0	160 0	160 0	12 0	12 0
Shikárpur	14 0	14 0	19 8	19 8	7 12	7 12	8 10	8 10	22 7	20 13	26 4	23 12	...	...	...	...	17 6	17 6	...	...	10 8	9 8	155 0	155 0	11 6	11 6
Upper Sind Frontier	13 8	13 8	18 0	19 0	8 0	8 0	12 0	12 0	27 0	27 0	23 0	25 0	...	...	...	...	14 0	17 4	...	...	10 0	10 0	200 0	213 0	11 0	11 0
Quetta	14 0	14 0	15 8	15 8	5 0	5 0	7 8	7 8	18 0	18 0	15 0	15 0	...	...	...	...	13 4	13 4	13 0	13 0	...	...	69 0	64 0	8 0	8 0
Bombay—																										
Konkan—																										
Karwar	11 13½	11 13½	...	...	7 0	7 0	11 0	12 4	16 0	14 8	14 0	14 0	26 0	26 0	...	...	11 0	12 0	...	...	11 8	11 8	213 5	213 5	11 0	11 0
Ratnágiri	9 14	9 14	...	...	9 4	8 9	11 5	11 5	14 5	15 10	11 0	11 0	17 10	16 7	...	...	11 14	14 0	15 9	...	12 4	10 14	120 0	120 0	10 6	9 4½
Colába (Alibág)	8 0	8 0	...	...	7 6	7 6	12 0	12 0	...	...	12 5	12 5	...	...	...	...	11 10	11 10	...	...	7 4	7 4	110 0	110 0	12 8	12 8
Bombay	10 10	10 11	20 4	19 0	7 9	8 0	11 11	11 6	18 14	18 5	15 11	15 6	16 11	17 14	10 1	12 4	14 6	14 11	16 13	18 8	10 0	9 13	67 3	67 3	11 3	11 3
Tanna (Salsette)	10 5½	10 15½	...	...	6 7	6 7	8 3	8 3	...	...	13 13	13 13	16 13½	16 13½	...	...	12 5	12 5	...	...	9 13½	9 13½	80 0	80 0	11 7	11 7
Deccan—																										
Dharwar (Hubli)	18 0	18 10	...	...	10 0	10 5½	11 0	11 6	21 0	21 12	19 0	19 11	24 0	24 14	...	...	15 0	15 8	...	...	20 0	20 11	80 0	80 0	9 0	9 6½
Belgaum	16 0	17 0	32 0	31 0	10 8	11 8	11 8	12 8	19 8	20 0	19 8	20 8	24 0	22 8	25 0	25 0	14 0	14 8	...	...	12 8	14 0	68 0	71 0	12 0	13 0
Satara	12 8	13 6	14 2	...	8 3	8 3	10 0	10 0	14 10	14 10	13 4	14 4	16 6	...	18 3	...	14 5	14 5	17 13	...	11 0	11 0	116 8	116 8	11 10	11 10
Sholapur	15 0	15 0	...	...	9 4	9 4	9 13	9 13	20 13	20 13	21 9	21 9	...	...	...	...	17 13	18 0	...	...	16 0	16 0	80 0	80 0	11 4	11 4
Bijápur	16 14	16 14	...	...	7 3	11 5	11 5	18 9	18 9	23 2	23 2	...	...	...	...	...	17 8	17 8	...	...	11 12	11 12	80 0	80 0	9 12	9 12
Poona (City)	11 8	11 8	13 9	13 9	8 9	8 9	9 13	9 13	16 5	15 4	14 15	14 15	16 6	16 6	...	...	12 10	13 13	...	..	18 0	18 0	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	13 6	13 4	...	...	7 6	7 6	9 1	9 1	18 3	19 6	17 8	17 5	...	...	...	...	17 3	17 5	...	...	20 9	26 3	80 0	80 0	12 10	13 2
Násik	16 9	16 9	...	...	9 12	10 8	10 8	11 4	...	...	18 11	18 11	25 0	25 0	...	...	15 8	14 8	...	...	14 4	14 4	106 10	106 8	13 8	13 3
Khandesh (Dhulia)	15 0	14 0	...	...	7 4	7 4	9 6	9 6	24 14	24 14	22 13	21 12	...	...	...	...	12 14	13 4	...	...	18 12	18 12	106 0	106 0	11 6	11 6
Guserat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	9 0	16 0	16 0	15 0	15 0	...	...	6 0	6 0	12 0	12 0	...	...	15 0	15 0	93 0	90 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	...	...	20 0	20 0	90 0	90 0	12 12	12 12
Kaira	13 10	11 13	21 0	20 0	7 4	7 4	10 0	10 0	19 0	16 0	15 8	21 0	18 13	...	...	...	14 0	14 8	23 0	24 0	...	...	100 0	100 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 11½	9 11½	13 2	13 2	6 4½	6 4½	9 2	9 2	15 6	15 6	15 6	14 4½	17 2	17 2	...	...	12 0	12 0	...	...	12 9	12 0	80 0	80 0	10 13¼	10 13¼
Ahmedabad (Daskrohi)	12 8	13 0	20 0	21 0	7 0	7 0	9 0	10 0	16 0	16 0	18 0	18 0	...	...	...	...	16 0	16 0	20 0	20 0	11 8	11 8	80 0	80 0	13 8	13 8
Panch Máhals (Godhra)	10 0	10 0	...	...	8 0	8 0	8 7	8 7	20 0	20 0	16 0	16 0	24 7	24 7	...	...	14 6	14 6	23 5	23 5	10 5	10 5	160 0	160 0	12 2	12 2
Deesa Cantonment	14 0	14 0	...	...	6 0	6 0	8 0	8 0	14 8	14 8	18 10½	18 7	...	...	...	...	18 0	18 0	...	...	13 0	13 0	145 0	145 0	11 8	11 8
Kattywar—																										
Rájkot	15 4	15 8	...	...	6 0	6 0	10 0	10 0	17 0	17 0	15 0	15 0	...	...	...	...	14 8	14 8	...	...	8 0	8 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	24 13	24 13	...	...	...	...	...	...	15 2	15 2	...	...	11 10	11 10	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	8 12	8 13	10 8	10 8	23 0	23 0	23 0	23 0	...	...	16 0	16 0	14 11	14 8	...	...	13 0	13 0	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	18 0	19 0	...	...	13 12	18 0	140 0	140 0	9 0	9 0
Betúl	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 12	...	...	13 1	13 1	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 13	28 13	...	...	...	...	...	...	17 9	17 9	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 7	8 7	10 0	9 11	21 4	21 4	...	...	...	...	...	...	18 12	19 11	...	...	16 4	17 8	110 0	110 0	9 13	9 13
Wardha	20 0	20 0	...	...	8 0	8 0	11 7	10 0	26 11	26 11	...	...	...	...	...	...	20 0	20 0	...	...	26 11	20 0	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	15 12	15 12	...	...	9 3	9 3	10 6	12 10	...	...	...	...	...	...	...	...	19 12	19 12	...	...	22 4	22 4	120 0	120 0	9 2	9 2
Saugor	13 12	13 12	...	...	8 8	8 8	9 7	9 7	...	...	...	...	...	...	...	...	15 3	15 3	...	...	17 1	17 1	140 0	140 0	9 2	9 2
Damoh	18 4	18 4	...	...	12 5	11 10	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 0	16 0	...	...	10 8	9 4	12 8	12 0	14 8	16 0	...	...	...	...	...	...	18 12	18 0	...	...	14 0	13 4	110 0	110 0	9 0	9 0
Mandla	21 0	21 0	...	...	13 0	13 0	16 0	17 0	...	...	...	...	...	...	...	...	27 8	30 0	...	...	13 0	13 0	200 0	200 0	9 0	9 0
Seoni	19 8	19 8	...	...	9 12	9 12	16 0	13 9	...	...	...	...	...	...	...	...	17 15	19 8	...	...	15 7	15 7	180 0	180 0	9 2	9 2
Bálághát	21 0	19 11	...	...	14 7	13 2	17 14	16 9	...	...	...	...	...	...	...	...	21 10	22 13	...	...	20 0	18 12	136 0	136 0	8 0	8 0
Bhandára	18 12	18 12	...	...	...	9 0	14 0	12 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 12	18 12	200 0	200 0	8 0	8 0
Chánda	15 7	15 7	...	...	...	...	11 13	11 13	18 0	18 0	...	...	...	...	...	...	19 3	19 3	...	...	18 0	18 0	320 0	320 0	8 12	10 0
Eastern—																										
Biláspur	26 10	22 7	...	...	15 13	13 8	22 12	26 3	...	...	...	...	...	...	...	...	23 0	20 2	...	...	26 9	30 10	100 0	100 0	8 8	8 0
Raipur	21 4	20 12	...	...	12 4	11 5	18 4	16 8	...	...	...	...	...	...	...	...	19 2	18 13	...	...	25 8	23 10	64 0	64 0	10 0	10 0
Sambalpur	21 0	21 0	...	...	14 14	14 14	20 2	20 2	...	...	...	...	...	...	...	...	15 0	14 4	...	...	13 0	13 0	120 0	120 0	8 12	8 5
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	25 0	25 0	24 0	24 0	...	...	...	...	16 0	16 0	...	...	16 0	16 0			9 0	9 0
Básim	15 0	15 14	...	...	6 0	7 5	8 0	9 14	25 8	22 0	16 0	20 0	...	...	...	...	15 0	16 7	...	...	16 0	17 0			9 9	9 9
Akola	15 0	15 0	...	...	7 0	7 0	8 0	8 0	23 0	23 0	16 0	16 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0	§	§	10 8	10 8
Ellichpur	14 4	14 4	...	...	7 0	7 0	8 0	8 0	16 4	16 4	13 0	13 0	...	...	...	...	13 9	14 2	...	...	17 0	17 4			9 8	9 8
Amráoti	15 0	15 10	...	...	6 0	6 0	8 0	8 0	25 8	25 12	16 0	16 0	...	...	...	...	15 0	14 12	...	...	16 0	16 0			9 0	9 0
Wún	15 12	16 0	...	...	8 0	8 0	10 0	10 0	24 0	23 0	...	...	...	...	...	...	16 0	16 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 8	7 8	11 1	11 4	17 12	17 12	...	...	...	...	...	...	16 5	16 5	...	...	20 11	20 11	130 0	125 0	9 2	9 4
Boláram	13 4	13 6	...	...	7 9	7 9	9 5	9 7	18 10	18 10	...	...	...	...	...	...	17 7	17 7	...	...	...	...	116 14	116 14	9 7	9 7
Chadarghat	11 0	11 0	...	...	8 0	7 0	12 0	9 8	18 0	20 0	18 0	20 0	...	...	...	...	16 8	13 8	...	...	...	...	120 0	120 0	9 0	9 0

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1890—*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.
	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	9 0	9 0	...	...	10 8	10 2	10 8	10 8	**	**	**	**
S. Canara	9 2	8 8	...	...	11 2	11 2	12 13	12 13	**	**	**	**
South, central—												
Coimbatore	11 8	11 8	...	...	11 5	11 5	11 13	11 13	19 10	**	19 2	**
Nilgiris	11 6	9 14	...	...	9 3	8 13	9 10	9 10	20 13	20 0	16 13	15 2
Salem	10 3	10 3	...	...	10 13	10 13	12 13	12 13	22 5	22 5	24 10	24 10
Central—												
Bellary	15 6	15 6	...	...	12 5	12 5	13 3	13 3	27 13	**	**	**
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	28 0	23 0	22 10
Cuddapah	14 0	13 3	...	...	11 10	11 10	12 14	12 14	21 5	22 14	**	**
Kurnool	14 10	14 0	...	...	10 11	10 11	11 6	11 2	28	26 0	22 8	23 15
East Coast, north—												
Ganjam	10 11	10 11	...	...	13 8	13 8	14 0	14 0	**	**	**	**
Vizagapatam	14 0	14 0	...	...	10 2	10 2	11 5	11 5	28 2	28 2	25 8	24 10
Godavari	11 5	11 5	...	...	13 14	13 14	15 0	15 0	23 0	23 0	28 5	28 5
East Coast, central—												
Kistna	10 6	10 6	...	...	12 10	12 10	13 3	13 3	18 6	18 6	**	**
Nellore	12 0	12 0	...	...	11 2	11 2	12 11	12 11	22 11	22 11	23 8	26 13
East Coast, south—												
Madras	10 10	10 10	...	...	10 6	10 5	11 0	11 0	19 5	**	19 2	**
Chingleput	**	**	...	...	10 8	10 2	10 10	10 10	**	**	**	**
N. Arcot	9 6	9 6	...	...	10 5	10 5	11 5	11 5	25 8	25 8	23 2	23 2
S. Arcot	8 10	8 10	...	...	10 5	10 5	11 6	11 6	**	**	26 3	25 13
Tanjore	8 13	8 13	...	...	10 6	10 13	11 8	**	**	**	23 14	21 13
Trichinopoly	10 10	10 10	...	...	9 6	10 6	9 13	10 14	16 13	19 10	17 13	19 11
Southern—												
Tinnevelly	9 3	9 3	...	...	9 8	9 8	10 6	10 0	**	**	**	**
Madura	10 2	10 2	...	...	10	9 11	11 0	10 2	16 3	17 13	18 6	16 3
Mysore—												
Mysore	11 8	11 4	10 8	11 0	9 0	9 0	10 4	10 0	34 0	33 0	18 0	18 0
Bangalore	13 8	12 8	10 8	10 8	8 8	8 8	9 8	9 8	22 0	25 0	...	...
Kolar	12 4	...	11 4	10 0	11 0	10 4	12 4	11 8	...	...	...	...
Tumkur	12 0	12 0	11 0	11 0	8 0	10 0	10 8	12 0	...	...	...	...
Hassan	...	...	10 0	11 8	9 8	10 8	10 8	12 0	...	...	...	...
Kadur	10 0	...	10 0	12 0	10 0	12 0	12 0	16 0	...	...	...	...
Shimoga	17 0	17 0	...	...	9 7	10 8	11 9	13 2	23 2	25 3	...	...
Chitaldroog	14 11	14 11	15 0	15 0	11 0	11 0	12 0	13 0	30 0	32 0	24 0	24 0
	14 0	14 0										
Coorg—												
Coorg	9 0	9 0	8 0	8 0	10 0	11 0	11 8	12 8	...	...	...	...
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4

Districts.	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.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). 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.
Madras—														
Malabar Coast—														
Malabar	9 4	9 4	...	...	...	...	110 0	110 0	8 8	8 8	...	...	...	...
S. Canara	13 8	14 0	...	...	5 9	5 9	65 5	65 5	32 0	32 0	...	...	33 0	33 0
South, central—														
Coimbatore	10 8	10 0	...	...	...	...	136 2	136 2	11 11	11 11	14 8	14 8	21 14	21 14
Nilgiris	10 4	10 0	...	...	...	...	126 6	126 6	13 5	13 5	11 0	12 0	19 5	19 5
Salem	11 0	11 0	...	...	...	...								
Central—														
Bellary	9 8	10 0	...	...	17 8	18 0	133 11	133 11	12 3	12 3	**	**	26 3	**
Anantapur	12 6	12 0	...	...	16 8	17 8	274 3	274 3	10 2	9 3	12 0	11 0	18 11	18 11
Cuddapah	11 9	11 9	...	...	16 8	15 12	186 10	186 10	13 0	13 0	13 0	13 0	27 6	27 6
Kurnool	12 0	12 0	...	...	20 0	18 0								
East Coast, north—														
Ganjam	...	...	...	...	13 0	15 8	97 3	97 3	11 14	11 14	**	**	28 2	28 2
Vizagapatam	...	...	...	...	10 0	10 0	97 3	97 3	11 5	11 5	11 0	11 0	27 3	27 3
Godavari	...	...	...	...	...	...	140 0	140 0	12 3	12 3	11 0	11 0	30 0	30 0
East Coast, central—							138 14	138 14	11 11	11 11	12 0	12 0	40 0	40 0
Kistna	...	...	...	...	16 0	...	114 3	114 3	10 11	10 11	11 0	11 0	40 0	40 0
Nellore	...	...	...	...	...	16 0	116 10	116 10	11 11	11 11	12 0	12 0	40 0	40 0
East Coast, south—							243 0	243 0	12 0	12 0	12 0	12 0	40 0	40 0
Madras	...	...	...	...	...	...	140 14	140 14	13 3	13 3	12 0	12 0	28 0	28 0
Chingleput	...	...	...	...	...	...	93 5	93 5	12 13	12 13	12 0	12 0	28 0	28 0
N. Arcot	...	...	...	...	...	...								
S. Arcot	...	...	...	...	...	...	102 2	102 2	13 2	13 2	12 0	12 0	28 0	28 0
Tanjore	...	...	...	...	...	...	122 8	122 8	11 10	11 10	12 0	12 0	28 0	28 0
Trichinopoly	...	...	...	...	...	...	160 10	160 10	11 5	11 5	12 0	12 0	28 0	28 0
Southern—							209 0	209 0	11 11	11 11	12 0	12 0	28 0	28 0
Tinnevelly	...	...	...	...	...	...	145 13	145 13	12 14	12 14	12 0	12 0	28 0	28 0
Madura	...	...	...	...	...	...	143 6	143 6	13 0	13 0	12 0	12 0	28 0	28 0
Mysore—														
Mysore	...	...	...	...	18 0	18 0	58 5	58 5	14 13	14 13	12 0	12 0	28 0	28 0
Bangalore	...	...	...	...	17 8	17 8	145 13	145 13	13 10	13 2	12 0	12 0	28 0	28 0
Kolar	...	...	...	...	16 8	15 12								
Tumkur	...	...	...	...	20 0	18 0	90 0	90 0	9 0	8 8	12 0	12 0	28 0	28 0
Hassan	...	...	...	...	13 0	15 8	72 0	72 0	9 4	9 0	12 0	12 0	28 0	28 0
Kadur	...	...	...	...	10 0	10 0	120 0	120 0	9 8	9 0	12 0	12 0	28 0	28 0
Shimoga	...	...	...	...	...	...	340 0	340 0	8 0	8 0	12 0	12 0	28 0	28 0
Chitaldroog	...	...	...	...	16 0	16 0	72 0	72 0	7 8	7 0	12 0	12 0	28 0	28 0
							240 0	240 0	8 6	8 6	12 0	12 0	28 0	28 0
Coorg—							480 0	480 0	8 8	8 0	12 0	12 0	28 0	28 0
Coorg	...	...	...	...	...	...	320 0	320 0	8 8	8 8	12 0	12 0	28 0	28 0
Aden	14 0	14 0	...	...	5 9	...	110 0	110 0	8 8	8 8	...	...	33 0	33 0

* Not sold.

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

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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 November.*—North-east monsoon, though late, has fairly set in, and good rain has fallen in all the northern districts and in Ganjam and Nellore. Standing crops generally good and reviving after recent rains in several districts. Want of rain still felt in parts of eight districts. Paddy in Godavari and oilseeds in part of Cuddapah blighted. Sugarcane damaged by heavy rains in parts of Coimbatore. Locusts appeared in parts of Ganjam, Cuddapah, and North Arcot. Outturn of grains generally middling. Prices of rice and cholum rising; of other grains falling. General prospects improving.

Bombay.—*For week ending 5th November.*—Rain in parts of Karnatic; more wanted for crops and fodder generally in the Deccan and Karnatic. Crops withering in a few talukas of Nasik, Poona, and Ahmednagar, injured by locusts or other causes in parts of six districts; otherwise good.

Bengal.—*For week ending 4th November.*—Rain has fallen generally in Orissa, and showers are also reported from South-west and East Bengal. Cold weather is setting in. Prospects of the winter rice crop are generally very promising, except in the flooded tracts of Central Bengal, and in parts of the Kujing estate and thana Baliapal in Orissa. Sugarcane is reported on favourably. *Rabi* sowings are in progress, and the earlier sowings are doing well. In Behar, the weather is favourable for the cultivation of poppy, which is proceeding. Tobacco seedlings are being transplanted, but in Rungpore they were damaged by the late excessive rainfall. A flight of locusts moving northwards is reported from the Aurungabad Sub-division of Gya. The price of rice fell considerably in Cuttack and Balasore, but remained stationary in almost all other districts.

North-Western Provinces and Oudh.—*For week ending 5th November.*—Weather continues seasonable. Harvesting of *kharif* crops almost completed and sowings for *rabi* progressing. Locusts appeared in six districts causing slight damage in two districts. Supplies are adequate, but prices have risen slightly in Allahabad and Moradabad; elsewhere they are stationary.

Punjab.—*For week ending 5th November.*—No rain. Prices rising in seven districts and stationary in the remainder. Harvesting of *kharif* crops in progress. *Rabi* sowings going on. Rain much wanted in Hissar. *Kharif* crops and unirrigated lands are suffering in most districts for want of rain. Prospects of *rabi* are reported fair. Crops slightly damaged by locusts in Kasur tahsil, Lahore district. Fodder sufficient throughout the province.

Central Provinces.—*For week ending 5th November.*—Weather cloudy and close. Slight damage has been caused to standing crops in Jabalpur, Seoni, and Raipur by locusts, while considerable damage is reported to have been done by locusts in the Banda tahsil, of the Saugor district. Rice is being harvested and is giving good outturns. Prospects continue good.

Burma.—*For week ending 1st November.*—Crop prospects throughout Upper and Lower Burma are good. More rain is required in Shewbo parts of the Ruby Mines and Minbu districts, Yamethin, and Meiktila. Transplanting is completed in Tharrawaddy, Pyinmana, Kyaukse, and Prome. Reaping of early crops is going on in Tavoy, and ploughing for the dry weather crop has commenced in Kyaukse, where the early paddy crop in Singaing has been damaged by insects. In Magwe reaping is progressing, and in Meiktila transplanting of paddy is going on rapidly. The price of paddy has risen slighly in Akyab,

Pakokku, and Magwe, and fallen in Thongwa, Shewbo, and the Lower Chindwin districts.

Assam.—*For week ending 5th November.*—Weather seasonable. Mustard cultivation continues. Prospects of all crops good.

Mysore and Coorg.—*For week ending 5th November.*—Rainfall good in eastern districts, but slight in other parts. Crops generally good except in parts where more rain wanted. Prospects on the whole favourable. Prices slightly risen in Shimoga district.

Rainfall nearly 5 inches in Coorg during the week.

Berar and Hyderabad.—*For week ending 4th November.*—Weather clear and cold in Berar. *Kharif* crops in good condition. Picking of cotton in progress. *Rabi* sowings nearly completed. Fodder sufficient. Prices almost stationary. Locusts appeared in four districts causing some damage to crops.

In Hyderabad very little rainfall during the week. Weeding of *abi* and harvesting of *kharif* crops continue. Sowing of *rabi* crops commenced. Prices stationary.

Central India.—*For week ending 5th November.*—In Bhopal the condition of standing crops and agricultural stock is good. Prices of food-grains rising a little and falling in Bandelkhund. No other changes since last report.

Rajputana.—*For week ending 5th November.*—Slight rain at Bikanir; agricultural operations and standing crops fair generally. Harvests below average at Ajmere, Marwara, and Bikanir. Slight damage from locusts at Bikanir, Bhurtpore, and Ulwar. Cattle generally in good condition. Cattle-disease prevails in some Ulwar pergunnahs. Fodder scarce at Marwar, Meywar, and Ajmere. Prices fluctuating at places—steady generally.

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.

No. 46.} CALCUTTA, SATURDAY, NOVEMBER 15, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

STATISTICS.

REVIEW OF THE WORKING OF THE INDIAN COMPANIES ACT, VI OF 1882, DURING THE YEAR 1889-90.

No. 5250, dated Simla, the 4th November 1890.

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

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 1889-90 :—

From the Government of Madras, No. 1302, dated the 6th August 1890.
From the Government of Bombay, No. 4735, dated the 8th July 1890.
From the Government of Bengal, No. $\frac{J}{4}$-2, dated the 4th July 1890.
From the Government of the North-Western Provinces and Oudh, No. $\frac{400}{\text{VII—117-B.}}$, dated the 15th May 1890.
From the Government of the Punjab, No. 42, dated the 19th May 1890.
From the Chief Commissioner, Central Provinces, No. $\frac{4123}{402}$, dated the 5th July 1890.
From the Chief Commissioner, Burma, No. $\frac{158}{\text{G.C.}}$, dated the 6th May 1890.
From the Chief Commissioner, Assam, No. $\frac{\text{G.}}{0.435}$, dated 7th August 1890.
From the Secretary for Berar to the Resident at Hyderabad, No. 162-G., dated the 23rd May 1890.
From the Resident in Mysore, Nos. $\frac{2413}{525}$ and $\frac{2986}{535}$, dated respectively the 30th July and the 9th September 1890.

RESOLUTION.—At the close of 1888-89 there were 895 joint stock companies in existence in India registered under the Indian Companies Act. They

possessed a total nominal capital of Rx. 31,339,845, the actual (paid-up) capital being nearly Rx. 22,997,508.

During the year 1889-90 the capital of 44 of these companies was increased nominally by about Rx. 453,073, the actual figures, however, not being reported in most cases; while 95, with a paid-up capital of about Rx. 369,185, so far as reported, ceased to work.

The number of companies registered in 1889-90 was 86 with a nominal capital of Rx 2,078,286; 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 1889-90 was a total of 886 companies possessing a nominal capital aggregating Rx. 32,321,731, and an actual capital, so far as reported, of Rx. 23,684,202.

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 1889-90.		Provincial proportion of paid-up capital to all paid-up capital in 1889-90.
	1888-89.	1889-90.	1888-89.	1889-90.	Number of Companies.	Capital.	
			Rx.	*Rx.*			Per cent.
Bengal	234	246	9,778,707	9,856,225	+ 5	+ 1	41·6
Bombay	223	217	9,874,338	10,196,379	— 3	+ 3	43·1
Madras	266	240	1,679,036	1,757,104	— 10	+ 5	7·4
North-Western Provinces and Oudh.	54	56	855,342	952,450	+ 4	+11	4
Punjab	22	19	350,417	395,895	— 14	+13	1·7
Burma	11	13	117,711	127,788	+ 18	+ 9	·5
Central Provinces	3	6	87,779	99,587	+100	+13	·4
Assam	3	1	*	*	— 67	...	...
Mysore	78	85	252,978	297,774	+ 9	+18	1·3
Hyderabad Assigned Districts.	1	3	1,000	1,000	+200	...	...
Total	895	886	22,997,508	23,684,202	— 1	+ 3	100

* Not reported.

3. It is noticeable in this table that in the two provinces of Bengal and Bombay the ratio of capital invested in joint-stock enterprise to the whole of such capital in India is much the same as the ratio of the foreign trade of each province to the whole foreign trade of India.

In Madras the number of joint stock companies is larger than in Bombay and almost the same as in Bengal, but the capital invested is not more than about one-sixth of the capital invested in either of the other provinces. About 73 per cent. of these Madras companies are money-lending concerns with an average capital of less than fifty thousand rupees each.

4. 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.
			Rx.	*Rx.*
Banking, Loan, and Insurance.	Banking and loan	291	5,304,325	3,227,337
	Insurance	16	1,459,500	207,913
	Total	307	6,763,825	3,435,250
Trading	Merchants and traders	108	2,531,455	1,800,825
	Navigation	9	1,051,500	907,191
	Railways and tramways	12	1,096,000	785,673
	Co-operative associations	18	51,140	30,989
	Shipping, landing, and warehousing.	5	73,160	62,910
	Total	152	4,803,255	3,587,588
Mills and Presses	Cotton mills	56	5,580,225	4,387,372
	Jute mills	10	1,217,500	1,021,120
	Mills for cotton, jute, wool, silk, hemp, &c.	61	5,098,700	3,845,803
	Cotton and jute screws and presses.	68	1,436,558	1,277,995
	Other mills and presses	30	675,200	363,178
	Total	225	14,008,183	10,895,468
Tea and other Planting Companies.	Tea	133	4,205,408	3,551,734
	Coffee and chinchona	7	60,000	52,671
	Others	4	75,000	45,828
	Total	144	4,340,408	3,650,233
Mining and Quarrying	.....	21	882,410	764,485
Ice manufacture	.....	13	260,750	197,604
Sugar manufacture	.....	1	160,000	160,000
Breweries	.....	3	170,000	169,540
Others	.....	20	932,900	824,034
	GRAND TOTAL	886	32,321,731	23,684,202

The largest part—Rx. 10,895,468 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 Rx. 7,634,847, or over two-thirds of the whole, most of it invested in cotton mills and presses. The sum of Rx. 1,967,358 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 Rx. 3,650,233 of paid-up capital are invested, of which Rx. 3,466,412 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 Rx. 3,435,250, of which Rx. 1,796,555 are in companies registered in Bengal and Rx. 853,530 in Madras.

Trading companies have a paid-up capital of Rx. 3,587,588, of which Rx. 907,191 are invested in coasting and river steamer companies, and about Rx. 785,673 in railways and tramways. The bulk of the railway and tramway capital is invested in the Bombay tramways (Rx. 303,450), the Darjeeling-Himalayan Railway (Rx. 175,000), the Tarkessar Railway (Rx. 165,000), the Rangoon Steam Tramway (Rx. 60,000), and the Deoghur Railway (Rx. 27,500).

Of the Rx. 764,485 invested in mining and quarrying companies, Rx. 590,183 are in companies registered in Bengal, Rx. 520,500 being invested in that Province in coal-mining companies.

5. The figures below shew the paid-up capital in each of the last two years under each of the principal groups:

	Paid up in 1888-89.	Paid up in 1889-90.
	Rx.	*Rx.*
Banking and loan	3,273,787	3,227,337
Merchants and traders	1,816,768	1,800,825
Mills for cotton, jute, wool, silk, and hemp	8,585,851	9,254,295
Cotton and jute presses	1,264,112	1,277,995
Tea	3,529,140	3,551,734
Mining and quarrying	793,486	764,485
Navigation	926,093	907,191
Railways and tramways	695,844	785,673

The capital invested in mills (mainly cotton mills) increased about 8 per cent., and there was also an addition of about 13 per cent. in the capital invested in railways and tramways. Under other heads there was no material increase of capital, and in some there was a decrease. The formation of gold-mining companies in Bengal did not commence until after the close of the year under review.

6. The following table shews the number of companies under each category during the last five years:—

Companies.		1885-86.	1886-87	1887-88.	1888-89.	1889-90.	Increase or decrease per cent. in 1889-90 compared with 1885-86.
Banking, Loan, and Insurance	Banking and loan	287	359	362	314	291	+1
	Insurance	14	13	17	17	16	+14
	Total	301	372	379	331	307	+2
Trading	Merchants and traders	85	88	98	105	108	+27
	Navigation	7	10	7	7	9	+29
	Railways and tramways	8	10	11	12	12	+50
	Co-operative associations	13	15	18	20	18	+38
	Shipping, landing, and warehousing	8	5	6	5	5	−37
	Total	121	128	140	149	152	+26
Mills and Presses	Cotton mills	48	53	51	58	56	+17
	Jute mills	10	10	10	10	10	*Nil.*
	Mills for working cotton, jute, wool, silk, hemp, &c.	45	38	50	58	61	+36
	Cotton and jute screws and presses	51	60	60	63	68	+33
	Other mills and presses	26	29	27	30	30	+15
	Total	180	190	198	219	225	+25
Tea and other Planting Companies.	Tea	130	131	127	129	133	+2
	Coffee	2	7	7	7	7	*Nil.*
	Chinchona	5					
	Others	5	5	7	9	4	−20
	Total	142	143	141	145	144	+1
Mining and Quarrying		26	25	23	20	21	−19
Ice manufacture		12	12	12	13	13	+8
Sugar manufacture		4	2	1	1	1	−75
Breweries		3	3	3	3	3	*Nil.*
Others		16	13	13	14	20	+25
	GRAND TOTAL	805	888	910	895	886	+10

The classification in the foregoing table of "cotton mills," "jute mills," and "mills for working cotton, jute, wool, silk, hemp, &c.," is taken from the Articles of Association; but of the mills in the last of these three groups, much the largest number are in fact cotton mills.

7. 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 ten years:—

Years.	Companies at work.	Nominal capital.	Paid-up capital.	Increase of paid-up capital.
		Rx.	*Rx.*	*Rx.*
1880-81	475	19,741,015	14,866,636	.....
1881-82	500	21,297,373	15,458,004	591,368 = 4%
1882-83	547	22,170,180	17,015,004	1,557,900 = 10 „
1883-84	649	26,673,438	18,750,611	1,734,707 = 10 „
1884-85	696	27,887,691	20,635,844	1,885,233 = 10 „
1885-86	805	28,543,437	21,002,568	366,724 = 2 „
1886-87	888	29,136,165	21,380,442	377,874 = 2 „
1887-88	910	30,254,284	22,326,192	945,750 = 4 „
1888-89	895	31,339,845	22,997,508	671,316 = 3 „
1889-90	886	32,321,731	23,684,202	686,694 = 3 „

The increase during the year was Rx. 686,694, being at the rate of 3 per cent. The average annual rate of increase during the nine years has been 5 per cent. In the last five years the increase has been slow.

8. The statistics of companies limited by guarantee have apparently been defectively reported. The figures, so far as they go, shew that there were 54 such companies at the close of 1888-89, almost all in the Madras Presidency, being mostly small benefit societies of speculative character and ephemeral existence. A great number of these companies was started in 1885-86 in Madras, collapsing after a year or two. Ten ceased to work in 1889-90. Eight new companies being added, there were 52 such companies at the close of the year.

9. The fees realised and the expenditure in each Province last year were:—

Province.	Fees.	Expenditure.
	R a. p.	*R* a. p.
Bengal	8,953 4 0	636 0 0
Bombay	6,657 12 0	1,031 1 9
Madras	5,786 14 0	1,341 2 11
North-Western Provinces and Oudh	1,447 8 0	...
Punjab	1,479 0 0	...
Central Provinces	1,064 0 0	...
Burma	430 0 0	...
Assam	...	...
Mysore State	3,500 0 0	...
Bangalore	350 0 0	...
Hyderabad Assigned Districts	96 0 0	...
Total	29,764 6 0	3,008 4 8

*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 1889-90.

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.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.	No.	Rx.
Madras Presidency	Nominal																				
	Paid-up	175	2,409,325 853,530	23	445,000 135,410	23	741,000 595,967	8	122,000 90,293	7	143,110 74,939	1	6,000 5,876	...	... ...	...	... ...	3	5,800 1,139	240	3,872,235 1,757,104
Bombay Presidency	Nominal																				
	Paid-up	14	830,000 171,710	44	1,864,660 1,470,889	145	9,912,883 7,634,847	1	8,000 6,478	1	88,200 87,863	6	157,750 104,033	...	... ...	...	... ...	6	737,500 721,059	217	13,598,993 10,196,379
Bengal	Nominal																				
	Paid-up	27	2,521,000 1,736,555	35	2,030,640 1,715,959	32	2,344,500 1,967,358	131	4,120,358 3,466,412	12	699,100 590,183	3	71,000 70,212	1	160,000 160,000	...	... ...	5	156,000 89,546	246	12,042,598 9,856,225
N.-W. Provinces and Oudh.	Nominal																				
	Paid-up	10	355,000 315,664	21	179,000 69,915	15	532,700 432,611	3	66,300 63,300	...	... ...	1	15,000 11,170	...	... ...	2	50,000 50,000	4	30,100 9,790	56	1,228,100 952,450
Punjab	Nominal																				
	Paid-up	4	210,000 86,420	7	94,500 63,272	3	126,100 83,550	1	23,750 23,750	1	12,000 12,000	1	10,000 6,363	...	... ...	1	120,000 119,540	1	2,000 1,000	19	598,350 395,895
Central Provinces	Nominal																				
	Paid-up	...	... ...	1	10,000 152	5	266,000 99,435	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	6	276,000 99,587
Burma	Nominal																				
	Paid-up	1	5,000 4,127	11	146,655 122,161	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	1	1,500 1,500	13	153,155 127,788
Assam	Nominal																				
	Paid-up	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	1	1,000 ...	...	... ...	...	... ...	...	... ...	1	1,000 ...
Mysore State	Nominal																				
	Paid-up	63	286,000 114,378	7	28,800 8,830	2	85,000 81,700	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	72	399,800 204,908
Bangalore	Nominal																				
	Paid-up	13	147,500 92,866	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	13	147,500 92,866
Hyderabad Assigned Districts.	Nominal																				
	Paid-up	...	... ...	3	4,000 1,000	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	...	... ...	3	4,000 1,000
TOTAL	Nominal																				
	Paid-up	307	6,763,825 3,435,250	152	4,803,255 3,587,588	225	14,008,183 10,895,468	144	4,340,408 3,650,233	21	882,410 764,485	13	260,750 197,604	1	160,000 160,000	3	170,000 169,540	20	932,900 824,034	886	32,321,731 23,684,202

TABLE II.

Companies divided into shares.

PROVINCES.	WORKING AT CLOSE OF 1888-89.			REGISTERED DURING 1889-90.			CAPITAL INCREASED DURING 1889-90.			CAPITAL DECREASED DURING 1889-90.			CEASED TO WORK DURING 1889-90.			WORKING AT CLOSE OF 1889-90.		
	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.
		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.
Madras Presidency	266	3,728,072	1,679,036	24	317,186	114,210	21	135,733	*	...	...	...	50	308,756	*	240	3,872,235	1,757,104
Bombay Presidency	223	13,486,993	9,874,338	12	428,500	*	6	199,500	*	...	...	...	18	516,000	272,646	217	13,598,993	10,196,379
Bengal	234	11,607,358	9,778,707	21	841,100	*	6	30,840	*	1	60,000	*	9	376,700	*	246	12,042,598	9,856,225
North-Western Provinces and Oudh	54	1,134,900	855,542	3	12,000	*	2	30,000	*	...	...	...	1	300	177	56	1,228,100	952,450
Punjab	...	596,800	350,417	2	62,500	15,510	1	50,000	*	...	...	...	5	110,950	96,362	19	598,350	395,895
Central Provinces	3	116,000	87,779	3	160,000	11,856	1	...	87	1	...	135	...	...	...	6	276,000	99,587
Burma	11	133,155	117,711	2	20,000	*	2	...	10,077	...	...	...	...	...	...	13	153,155	127,788
Assam	3	5,500	*	...	...	...	...	...	...	...	...	...	2	4,500	*	1	1,000	*
Mysore State	66	334,567	136,916	14	222,000	1,748	4	6,000	*	...	...	...	8	162,767	*	72	399,800	204,908
Bangalore	12	195,500	116,062	3	12,000	*	1	1,000	*	...	...	...	2	61,000	*	13	147,500	92,866
Hyderabad Assigned Districts	1	1,000	1,000	2	3,000	*	...	...	...	...	...	...	...	...	...	3	4,000	1,000
TOTAL	895	31,339,845	22,997,508	86	2,078,286	143,324	44	453,073	10,164	2	60,000	135	95	1,540,973	369,185	886	32,321,731	23,684,202

* Not reported.

TABLE III.

Companies limited by guarantee, i.e., *possessing no Capital paid-up.*

PROVINCES.	Number working at close of 1888-89.	Number registered during 1889-90.	Number ceased to work during 1889-90.	Number working at close of 1889-90.
Madras Presidency	30	3	10	23
Bombay Presidency	2	1	...	3
Bengal	1	1	...	2
North-Western Provinces and Oudh	1	1	...	2
Punjab	2	1	...	3
Central Provinces	*Nil*	*Nil*	*Nil*	*Nil.*
Burma	*Nil*	1	...	1
Assam	*Nil*	*Nil*	*Nil*	*Nil.*
Mysore State	17	...	...	17
Bangalore	1	...	...	1
Hyderabad Assigned Districts	*Nil*	*Nil*	*Nil*	*Nil.*
TOTAL	54	8	10	52

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

GUARANTEED RAILWAYS.

SYNOPSIS OF TRANSACTIONS FOR AND TO THE END OF THE YEAR 1889.

No. 519 A.–R., dated Simla, 20th October 1890.

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

Read again—

Public Works Department Resolution No. 406 A.—R., dated 16th September 1889

Read also the following:—

Note by R. G. MACDONALD, Esq., Officiating Accountant General, Public Works Department, No. 851R., dated 2nd October 1890.

I beg to lay before the Government of India the usual Synopsis of transactions of Guaranteed Railways for and to end of the year 1889.

2. The subscribed Capital on 31st December 1889 of the several Railway Companies bears interest as shown below:

RAILWAY.	CAPITAL BEARING INTEREST AT 3½%	3¾%	4%	4¼%	4½%	5%	Premium on stock.	Discount on stock.	Total Capital raised.
	£	£	£	£	£	£	£	£	£
Madras	60,000	237,800	102,200	500,000	999,960	8,757,670	12,014	..	10,669,644
South Indian	313,700	756,300	...	425,000	142,164	3,066,344	62,899	3,000	4,763,407
Bombay, Baroda and Central India	450,000	788,500	...	...	...	7,550,300	32,419	14,000	8,807,219
Great Indian Peninsula	564,000	1,847,300	2,701,450	...	...	20,000,000	297,574	233,391	25,176 933
(1) Total to end of 1889	1,387,700	3,629,900	2,803,650	925,000	1,142,124	39,374,314	404,906	250,391	49,417,203
(2) Total to end of 1888	361,000	4,003,600	2,803,650	925,000	1,151,004	39,365,878	404,042	250,391	48,766,783
(3) Total to end of 1887	100,000	3,199,000	3,872,450	925,000	1,153,504	39,363,503	403,917	250,391	48,766,983
(4) Total to end of 1886	...	2,736,800	3,094,650	925,000	1,166,864	39,350,811	180,881	20,523	47,434,483
(5) Total to end of 1885	...	2,026,800	3,872,450	925,000	1,169,624	39,348,189	189,493	12,273	47,519,283
(1) Compared with 2. Increase	1,023,700	...	...	...	...	8,436	864	...	650,420
(1) Compared with 2. Decrease	...	373,700	...	...	8,880	...	...	...	...

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 £2,358,420:—

TOTAL CAPITAL SUBSCRIBED. Year.	Amount.	Increase.	Decrease.	REMARKS.
	£	£	£	
To end of 1885	47,519,283	460,500	...	
„ 1886	47,434,483	...	84,800	
„ 1887	48,766,983	1,332,500	...	
„ 1888	48,766,783	...	200	
„ 1889	49,417,203	650,420	...	
		2,443,420	85,000	
NET INCREASE	...	2,358,420		

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 1885	46,445,688	509,401
„ 1886	46,847,228	401,540
„ 1887	47,034,060	186,832
„ 1888	47,539,441	505,381
„ 1889	47,877,004	337,563
INCREASE IN FIVE YEARS	...	1,940,717

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. During 1889.	To end of 1889.	REMARKS.
	₹	₹	
Madras	1,433·76	1,36,157·29	Metre gauge.
South Indian	371·69	70,210·22	
Bombay, Baroda and Central India	1,307·80	2,08,860·95	
Great Indian Peninsula	1,281·55	2,08,288·68	
Average outlay, excluding South Indian	1,335·82	1,84,796·38	
Ditto, including ditto	1,139·88	1,61,508·87	

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. 1885.	1886.	1887.	1888.	1889.	Total reduction in five years.
	₹	₹	₹	₹	₹	₹
Madras	4,59,341	3,09,528	6,76,372	17,704	3,72,463	2,97,670
South Indian	4,83,856	3,54,488	5,54,202	5,57,460	66,210	13,07,240
Bombay, Baroda and Central India	2,78,348	6,48,977	4,31,054	5,90,250	2,76,438	3,74,237
Great Indian Peninsula	20,24,643	13,64,804	8,76,659	9,60,488	8,63,904	3,13,404
TOTAL	32,46,188	20,58,741	5,67,775	1,69,518	2,81,213	10,70,403

7. The increase in the amount of capital locked up in stores during the year under review on the Great Indian Peninsula Railway chiefly occurs under Permanent-way materials, fuel, locomotive engines, and rolling stock. The value of English stores imported during the year amounted to about 6⅓ lakhs more than what it was in 1888.

8. On 31st December 1889, 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.
	₹ Lakhs.	₹ Lakhs.	₹ Lakhs.
Madras	22½	20¾	—1¾
South Indian	not fixed.	(a)35	...
Bombay, Baroda and Central India	21½	34¾	13¼
Great Indian Peninsula	63	69¼	6¼
Total	107	124¾	17¾

(a) Not included in the total.

Revenue account.

9. Excluding the East Indian, Eastern Bengal, Sindh, Punjab and Delhi, and Oudh and Rohilkhand 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.
	₹	₹	₹
1885	6,17,90,502	3,14,05 646	3,03,84,856
1886	6 56,49,815	3,19,84,178	3,36,65,637
1887	6,53,95,731	3,26,11,210	3,27,84,521
1888	6,77,52,230	3,36,59,999	3,40,92,231
1889	6,50,98,922	3,40,45,643	3,10,53,279

10. For the year 1889 the net earnings amounted to . . ₹ 3,10,53,279

Deduct—

	₹	
Interest charged on overdrawn Capital . .	66,917	
Moiety of Surplus Profits due to Shareholders .	41,68,645	
Contributions to Provident Fund . . .	1,94.030	44,29,592
The net receipts by Government due to its connection with the Guaranteed Railways may be stated at		2,66,23,687

11. The result of the working of the Guaranteed Railways for the year 1889, 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.			Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realised during 1889 on Capital received.
			Amount.	Per open mile.	Per cent. of guaranteed interest.		
	₹	₹	₹	₹			
Madras	37,38,244	56,97,193	19,58,949	2,334·02	34·38	4·89	3·21
South Indian	16,72,157	22,25,653	5,53,496	845 56	24·87	4·48	3·36
Bombay, Baroda and Central India	60,25,851	45,39.458	14,86,393	3,387·56	32·74	4·73	6·27
Great Indian Peninsula	1,51,87,435	1,29,54 883	22,32,552	1,733·02	17·23	4·72	5·53
Total 1889	2,66,23,687	2,54,17,187	12,06,500	374·58	4·75	4·73	4·96
1888	2,82,51,183	2,53,35,659	29,15,524	905·19	11·51	4·78	5·33
1887	2,70,88,579	2,52,08,538	18,80,041	585·48	7·46	4·76	5·11
1886	2,77,12,284	2,51,73,645	25,38,639	783·07	10·08	4·88	5·38
1885	2,57,45,375	2,48,13,907	19,31,468	287·32	3·75	4·81	4·99

12. 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 shewn 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
	₹	₹	₹	₹	₹	₹
1885	2,57,45,375	2,48,13,907	9,31,468	2,94,39,304	36,93,929	46,25,397
1886	2,77,12,284	2,51,73,645	25,38,639	3,15,88,451	38,76,167	64,14,806
1887	2,70,88,579	2,52,08,538	18,80,041	3,25,67,354	54,78,775	73,58,816
1888	2,82,51,183	2,53,35,659	29,15,524	3,40,18,932	57,67,749	86,83,273
1889	2,66,23,687	2,54,17,187	12,06,500	3,43,44,867	77,21,180	89,27,680

The details for each year are as follows:—

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
	₹	₹	₹	₹	₹	₹
Madras	32,79,168	56,98,828	24,19,660	67,36,206	34,57,038	10,37,378
South Indian	15,72,921	21,32,817	5,59,896	26,35,655	10,62,734	5,02,838
Bombay, Baroda and Central India	56,61,689	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
Total	2,57,45,375	2,48,13,907	9,31,468	2,94,39,304	36,93,929	46,25,397

1886.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5·5965d., 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
	₹	₹	₹	₹	₹	₹
Madras	32,29,243	56,98,828	24,69,585	71,24,952	38,95,709	14,26,124
South Indian	14,69.584	21,69,364	6,99,780	28,35,528	13,65,944	6,66,164
Bombay, Baroda and Central India	61,35,478	44,37,881	16,97,597	55,47,675	5,87,803	11,09,794
Great Indian Peninsula	1,68,77,979	1,28,67,572	40,10,407	1,60,80,296	7,97,683	32,12,724
Total	2,77,12,284	2,51,73,645	25,38,639	3,15,88,451	38,76,167	64,14,806

1887.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5·0915d., 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
	₹	₹	₹	₹	₹	₹
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
Total .	2,70,88,579	2,52,08,538	18,80,041	3,25,67,354	54,78,775	73,58,816

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
	₹	₹	₹	₹	₹	₹
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
Total .	2,82,51,183	2,53,35,659	29,15,524	3,40,18,932	57,67,749	86,83,273

1889.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 4·3415d., 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
	₹	₹	₹	₹	₹	₹
Madras . .	37,38,244	56,97,193	19,58,949	76,69,934	39,31,690	19,72,741
South Indian .	16,72,157	22,25,653	5,53,496	31,32,516	14,60,359	9,06,863
Bombay, Baroda and Central India .	60,25,851	45,39,458	14,86,393	61,10,257	84,406	15,70,799
Great Indian Peninsula . . .	1,51,87,435	1,29,54,883	22,32,552	1,74,32,160	22,44,725	44,77,277
Total .	2,66,23,687	2,54,17,187	12,06,500	3,43,44,867	77,21,180	89,27,680

ORDER.—Ordered, that the note by the Accountant General, Public Works Department, and enclosure, be forwarded to the Local Governments, 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.

A. G. BEGBIE, *Lt.-Col., R.E.,*
Dy. Secy. to the Govt. of India.

Document accompanying.
Synopsis.

Accompaniment to note by Accountant General, Public Works Department, No. 851R., dated 2nd October 1890.

SYNOPSIS OF TRANSACTIONS OF THE GUARANTEED RAILWAY COMPANIES FROM THE COMMENCEMENT OF OPERATIONS TO END OF THE YEAR 1889.

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
MILEAGE.				CAPITAL SUBSCRIBED.						CAPITAL WITHDRAWN.							CAPITAL OUTLAY.						REVENUE ACCOUNT, 1889.						GUARANTEED INTEREST PAID FOR 1889.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1889.								LOSS TO STATE.		CONTROL.	
				DURING 1889.			TO END OF 1889.			DURING 1889.			TO END OF 1889.				ON CONSTRUCTION ACCOUNT.		ON STORES.																							
Open for traffic.	Mean length open during 1889.	Under construction on 31st December 1889.	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.	During 1889.	To end of 1889.	During 1889.	To end of 1889.	On Suspense (Capital Advance Account).	Total.	Gross earnings.	Working expenses.	Net earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.	In England.	In India.	Total.	In England.	In India.	Total.	Net earnings from commencement to end of 1889.	Contribution to Provident Fund from commencement to end of 1889.	Interest charged in accounts on Capital overdrawn, from commencement to end of 1889.	Railway Company's moiety of surplus profits, from commencement to end of 1889.	During 1889.	From commencement to end of 1889.	State charge for control for 1889.	State charge for control from commencement to end of 1889.
				£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
			Madras . .	...	...	...	10,669,644	...	10,669,644	121,341	—29,129	92,212	6,437,377	4,231,212	10,668,589	1,055	110,307	10,475,374	—34,143	190,109	3,106	10,668,589	833,166	492,477	340,689	...	16	...	522,243	...	522,243	14,421,597	...	14,421,597	6,690,439	...	1,269	...	179,570	7,73,427		
			South Indian . .	100,002	...	100,002	4,762,131	1,276	4,763,407	164,900	—128,020	36,880	3,713,885	1,018,831	4,732,716	30,691	23,317	4,404,396	6,345	335,355	—7,035	4,732,716	544,797	383,018	161,779	...	1,531	...	213,292	...	213,292	4,274,353	...	4,274,353	2,260,587	...	9,936	...	53,044	2,023,702		
			Bombay, Baroda and Central India	250,149	...	250,149	8,785,547	21,672	8,807,219	148,286	—115,474	32,812	5,906,707	2,796,658	8,703,365	103,854	52,602	8,400,701	—25,341	317,822	—15,158	8,703,365	1,213,151	514,903	698,248	6,982	2,644	272,505	415,836	281	416,117	10,459,125	20,139	10,479,264	9,298,639	52,430	48,809	1,050,939	—136,253	2,332,803		
			Great Indian Peninsula . .	300,269	...	300,269	24,605,107	571,826	25,176,933	481,275	—257,002	224,273	17,224,782	7,987,216	25,211,998	—35,065	151,337	24,596,533	79,191	635,814	—20,349	25,211,998	3,397,975	1,747,106	1,650,869	10,804	2,010	491,747	1,185,267	2,264	1,187,531	29,886,679	433,036	30,319,715	29,124,547	98,317	20,997	3,298,935	—204,650	4,613,417		
839·30	839·30	...	Madras . .	...	...	...	11,63,96,117	...	11,63,96,117	13,23,724	—3,17,775	10,05,949	7,02,85,933	4,61,58,672	11,63,84,605	11,512	12,03,355	11,42,76,811	—3,72,463	20,73,921	33,873	11,63,84,605	91,10,894	53,72,473	37,38,421	...	177	...	56,97,193	..	56,97,193	15,73,26,512	...	15,73,26,512	7,29,86,610	...	13,848	...	19,58,949	8,43,53,750	} 1,29,955	26,99,90
(a)654·59	654·59	...	South Indian . .	10,43,499	...	10,43,499	4,96,91,801	13,320	4,97,05,121	17,20,699	—13,35,872	3,84,827	3,87,53,584	1,06,31,275	4,93,84,859	3,20,262	2,43,307	4,59,58,914	66,210	34,99,356	—73,411	4,93,84,850	56,84,843	39,96,712	16,88,131	...	15,974	...	22,25,653	...	22,25,653	4,46,01,942	...	4,46,01,942	2,35,88,739	...	1,03,683	...	5,53,496	2,11,16,886		
(b)438·78	438·78	...	Bombay, Baroda and Central India	27,28,891	...	27,28,891	9,58,42,323	2,36,425	9,60,78,748	16,17,658	—12,59,709	3,57,949	6,44,36,799	3,05,08,998	9,49,45,797	11,32,951	5,73,839	9,16,44,009	—2,76,438	3,46,7,154	—1,65,366	9,49,45,797	1,32,34,371	56,17,118	76,17,253	76,172	28,840	29,72,781	45,36,395	3,063	45,39,458	11,40,99,545	2,19,698	11,43,19,243	10,14,39,697	5,71,962	5,32,461	1,14,64,789	—14,86,393	2,54,48,758	} 2,10,173	42,18,02
(c)1,288·24	1,285·42	...	Great Indian Peninsula . .	32,75,657	...	32,75,657	26,84,19,347	62,38,099	27,46,57,446	52,50,276	—28,03,659	24,46,617	18,79,06,715	8,71,33,266	27,50,39,981	—3,82,535	16,50,944	26,83,25,813	8,63,904	69,36,158	—2,21,990	27,50,39,981	3,70,68,814	1,90,59,340	1,80,09,474	1,17,858	21,926	53,64,510	1,29,30,185	24,698	1,29,54,883	32,50,36,498	47,24,029	33,07,60,527	31,77,22,330	10,72,545	2,29,061	3,59,88,387	—22,32,552	5,03,28,190		
3,220·91			TOTAL .	70,48,047	...	70,48,047	53,03,49,588	64,87,844	53,68,37,432	99,12,357	—57,17,015	41,95,342	36,13,23,031	17,44,32,211	53,57,55,242	10,82,190	36,71,445	52,02,05,547	2,81,213	1,59,76,589	—4,26,894	53,57,55,242	6,50,98,922	3,40,45,643	3,10,53,279	1,94,030	66,917	83,37,291	2,53,89,426	27,761	2,54,17,187	64,20,64,497	49,43,727	64,70,08,224	51,57,37,376	16,44,597	8,79,053	4,74,53,176	—12,66,500	18,12,47,584	3,40,128	69,17,9

(a) { Works in addition 7·85 miles of Pondicherry Line opened for Traffic, 16th December 1879.
Works in addition (82·94 miles of the Villupuram-Guntakal State Railway, Nellore Branch, opened for traffic, 15th September 1887).
(b) Ditto 22·12 miles of the Patri Salt Railway.
(c) Ditto 158·50 miles of the Dhond and Manmad, Khamgaon-Amraoti Railways.

(d) Include in earlier statement.

C

OMMENCEMENT OF OPERATIONS TO END OF THE YEAR 1889.

6	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
COUNT, 1889.				GUARANTEED INTEREST PAID FOR 1889.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1889.							LOSS TO STATE.		CONTROL.		LAND.					
...et earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.	In England.	In India.	Total.	In England.	In India.	Total.	Net earnings from commencement to end of 1889.	Contribution to Provident Fund from commencement to end of 1889.	Interest charged in accounts on Capital overdrawn, from commencement to end of 1889.	Railway Company's moiety of surplus profits, from commencement to end of 1889.	During 1889.	From commencement to end of 1889.	State charge for control for 1889.	State charge for control from commencement to end of 1889.	Value of land made over during 1889.	Value of land made over from commencement to end of 1889.	Value of land restored to Government during 1889.	Value of land restored to Government from commencement to end of 1889.	Loss of land revenue on land made over during 1889, capitalised.	Loss of land revenue on land made over from commencement to end of 1889, capitalised.
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
,421	...	177	...	56,97,193	..	56,97,193	15,73,26,512	...	15,73,26,512	7,29,86,610	...	13,848	...	19,58,949	8,43,53,750	1,29,955	26,99,905	7,550	13,21,334	405	d3,47,584	706	8,52,069
,131	...	15,974	...	22,25,653	...	22,25,653	4,46,01,942	...	4,46,01,942	2,35,88,739	...	1,03,683	...	5,53,496	2,11,16,886			2,907	16,88,441	2,025	1,25,404	251	5,45,582
,253	76,172	28,840	29,72,781	45,36,395	3,063	45,39,458	11,40,99,545	2,19,698	11,43,19,243	10,14,39,697	5,71,962	5,32,461	1,14,64,789	—14,86,393	2,54,48,758	2,10,173	42,18,022	135	59,73,107	480	87,897	391	4,81,413
,474	1,17,858	21,926	53,64,510	1,29,30,185	24,698	1,29,54,883	32,60,36,498	47,24,029	33,07,60,527	31,77,22,330	10,72,545	2,29,961	3,59,88,387	—22,32,552	5,03,28,190			1,06,691	56,09,352	...	19,61,997	911	4,14,186
,279	1,94,030	66,917	83,37,291	2,53,89,426	27,761	2,54,17,187	64,20,64,497	49,43,727	64,70,08,224	51,57,37,376	16,44,507	8,79,053	4,74,53,176	—12,06,500	18,12,47,584	3,40,128	69,17,927	1,17,283	1,45,92,234	2,910	25,22,882	2,259	22,93,250
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£								
,689	...	16	...	522,243	...	522,243	14,421,597	...	14,421,597	6,690,439	...	1,269	...	179,570	7,737,427								
,779	...	1,531	...	213,292	...	213,292	4,274,353	...	4,274,353	2,260,587	...	9,936	...	53,044	2,023,702								
,248	6,982	2,644	272,505	415,836	281	416,117	10,459,125	20,139	10,479,264	9,298,639	52,430	48,809	1,050,939	—136,253	2,332,803								
,869	10,804	2,010	491,747	1,185,267	2,264	1,187,531	29,886,679	433,036	30,319,715	29,124,547	98,317	20,997	3,298,935	—204,650	4,613,417								
,585	17,786	6,201	764,252	2,336,638	2,545	2,339,183	59,041,754	453,175	59,494,929	47,374,212	150,747	81,011	4,349,874	—108,289	16,702,349								

(*d*) Includes R600 on account of transactions of previous year not shewn in earlier statement.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, November 3rd, 1890.

The weather, which has prevailed throughout India during the week under review, has been of the normal character. High and comparatively uniform pressures have prevailed over Northern and Central India, while moderate gradients have been reported from the Peninsula, readings having been relatively low on both coasts of Southern India. A small depression crossed the extreme south of the Peninsula during the 28th and 29th, occasioning feeble cyclonic movements of the winds and heavy rain in that neighbourhood, but with that exception the Indian region has, so far as the weather charts have shown, been free from travelling disturbances. The winds have exhibited the usual anti-cyclonic circulation over Northern and Central India, calms have been numerous, and the force of the winds very light. Over the Peninsula, on the contrary, the directions have been more variable, and have been affected by the varying intensity of the areas of relatively low pressure which have been reported from the Bay and the Arabian Sea. The weather has remained cool for the time of year, more particularly at the more central stations, where the depression of the night temperature has been considerable. The sky has been clear and the air dry over Northern India and the head of the Peninsula, but in Southern India the cloud proportion has been high, the air has been damp, and rain has been of daily occurrence.

The chart of the 28th October showed the existence of high pressures over both North-Western and North-Eastern India. From these two regions readings decreased, and were lowest in the extreme south of the Peninsula, where a very small depression was shown, the centre lying between Madura and Cochin. Light cyclonic winds blew in the neighbourhood of the depression, and easterly winds across the remainder of the Peninsula. Elsewhere the directions were generally between north-west and north-east. The force was about normal. By the morning of the 29th, the depression noticed on the preceding day had reached the Malabar coast, and was proceeding out to sea. There was little other change. Slight rain was falling along the east coast of the Peninsula, and heavy rain in Malabar and Mysore. In Northern and Central India the weather was fine. On the 30th the depression had disappeared. Readings were relatively low on both coasts of the Peninsula, and high in North-West and North-East India, while gradients were moderate. The wind was easterly over the centre and west of the Peninsula and Northerly in the east, while elsewhere the directions were between north-east and north-west. The force was fresh on the Circars coast and at Bombay. The rainfall was light and confined to the east and south of the Peninsula. On the 31st the chart showed a large area of relatively low pressure overlying the Bay and the greater part of the Peninsula. From this area pressure rose slowly, and was high over Rajputana and the Upper Assam Valley. The winds were variable in the extreme south, but blew from some easterly direction in most other parts of the Indian region. The force was fresh at several coast stations. The chart of the 1st showed no practical change in the pressure distribution, but heavy rain had fallen over the west of the Bay and slight rain in the west and centre of the Peninsula. On the 2nd a feeble depression was shown over the south-west of the Bay, but otherwise there was little change. Rain was falling all over the Bay area, and scattered, but rather heavy, showers over the centre and west of the Peninsula. In Northern India the weather remained very fine. The chart of the 3rd showed no important change. The winds exhibited a cyclonic circulation around the Bay and an easterly current across the head of the Peninsula. Elsewhere calms and variable breezes prevailed. Rain continued around the Bay area, and scattered showers over the centre and west of the Peninsula.

Temperature.—The cool period, which commenced about the 14th of October and lasted steadily during last week, has been equally strongly marked during the week under review. The day of greatest depression of temperature was the 30th October and that of least depression the 3rd of November, but the difference between the two days was not large. In most parts of India the mean temperature of each day as well as that of the whole week was below the normal, but in Bombay there were 4 and in Madras 5 days on which the normal temperature was slightly exceeded. The greatest deficiency was at the more central stations, where, between the 30th October and the 2nd November, the night temperatures were from 8° and 12° lower than usual.

The following table shows the variations in the mean temperatures according to Provinces for the present and for the past week :—

Provinces.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
	°	°
Burma	—0·9	—1·2
Bengal	—1·0	—1·1
North-Western Provinces	—2·1	—2·8
Punjab	—2·9	—2·9
Bombay	—0·5	0
Central Provinces	—1·1	—2·8
Guzerat and Central India	—3·0	—4·1
Sind and Rajputana	—1·7	—3·1
Madras	+1·0	+0·1

This table shows that, with the exception of Bombay, the depression of temperature has, as compared with last week, increased, but it appears probable that the lowest point of the oscillation has been reached, and that temperature compared with the average will now rise.

Rain.—From the preceding sections it will have been seen that the rainfall of the week has been confined to the Bay area and the Peninsula. The concluding table shows that throughout the week there has been no rain whatever over the whole region running from North and West Bengal, westward across the North-West Provinces, Rajputana, and Guzerat, as far as the Punjab and Sind, nor over the Central Provinces, Central India, Berar or Khandeish. Tenasserim also has had no rain. In all other parts of India rain in greater or less amounts has fallen.

Over the whole region where there has been no rain the normal fall of the week is either *nil* or very small, so that the absence of rain is a matter of small importance at this time. Within the region where rain has fallen the amounts received, when compared with the normal, vary considerably. Thus there has been a slight excess in Central Burma, Assam (Brahmaputra), Central Bengal, and Orissa, and a considerable excess in Arrakan. There has been a slight deficiency in Lower Burma, East Bengal and Deltaic Bengal, and a considerable deficiency in Assam (Surma). Over the south of the Peninsula there has been an almost general excess, the only exceptions being the East Coast (Central) and Hyderabad (South), where the week's fall has been deficient. In Madras (South Central and South), in Coorg, and in Mysore the fall has been very large.

The concluding column of the table shows that there is still some deficiency in the north-east monsoon rainfall on the East Coast, but that the deficiency is less than it was.

The following are the principal large falls which have occurred during the week :—

Burma—Theyetmyo	Sudder	2·18	inches.
Yew	Do.	2·15	,,
Magok	Do.	1·83	,,
Sandoway	Do.	2·16	,,
Bengal—Midnapur	Contai	4·01	,,
Orissa—Puri	Sudder	3·22	,,
Cuttack	Banki	5·70	,,
Balasore	Sudder	2·54	,,
Malabar—Calicut	Vayitra	12·32	,,
S. Kanara	Bettangodi	8·80	,,
Madras—Salem	Dharmapore	10·70	,,
Coimbatore	Udamalpitri	16·65	,,
Nilgiris	Cunoor	8·24	,,
N. Arcot	Walaja	8·55	,,
Trichinopoly	Musiri	8·81	,,
Madura	Terumolgolum	13·20	,,

These figures show that the week's rain has been very heavy in Southern India :—

Province.	Division.	Rainfall data for week ending November 3rd, 1890.			Rainfall data from October 14th to November 3rd, 1890.		
		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 14th to November 3rd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·15	−0·15	1·82	3·84	− 53
	Lower Burma	0·10	0 20	−0·10	4·98	3·08	+ 62
	Central do.	0·31	0·15	+0·16	4·19	2·58	+ 62
	Upper do.	0·52	?	?	2·66	?	?
	Arrakan	1·37	0	+1·37	4·95	2·80	+ 77
Bengal and Assam	Eastern Bengal	0·03	0·12	−0·09	3·60	2·81	+ 28
	Assam (Surma)	0·01	0·73	−0·72	2·48	2·89	− 14
	Do. (Brahmaputra)	0·31	0·20	+0·11	2·96	1·73	+ 71
	Deltaic Bengal	0·18	0·43	−0·25	5·88	2·61	+125
	Central do.	0·38	0·27	+0·11	4·84	2·28	+112
	North do.	0	0·41	−0·41	10·76	2·31	+366
	Orissa	1·61	1·03	+0·58	4·64	4·00	+ 16
	Chota Nagpur	0	0·28	−0·28	0·84	1·46	− 42
	Behar (South)	0	0·23	−0·23	1·34	1·31	+ 2
	Do. (North)	0	0·26	−0·26	3·20	1·22	+162
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·13	−0 13	0·35	0·75	− 53
	Oudh (South)	0	0	0	0·07	0·33	− 79
	Do. (North)	0	0	0	0 27	0·11	+145
	North-Western Provinces (Central)	0	0·07	−0·07	0·08	0·35	− 77
	North-Western Provinces (West)	0	0	0	0 01	0·02	− 50
	North-Western Provinces (Sub-montane)	0	0·02	−0·02	0·37	0·23	+ 61
Punjab	Punjab (South)	0	0	0	0·11	0 08	+ 38
	Do. (Central)	0	0	0	0·08	0·16	− 50
	Do. (Sub-montane)	0	0	0	0·21	0·01	?
	Do. (Hill Districts)	0	0·06	−0 06	0·29	0·25	+ 16
	Do. (North-West)	0	0·04	−0·04	0 53	0·24	+121
	Do. (West)	0	0	0	0·05	0·03	+ 67
Bombay and Malabar Coast Districts (Madras).	Malabar	3·31	2·53	+0·78	6·52	6·07	+ 7
	Madras (South Central)	5·47	1·32	+4·15	6·44	5·40	+ 19
	Coorg	4·84	1·93	+2·91	5·39	5·47	− 1
	Mysore	3·50	0·67	+2 83	4·07	3·01	+ 35
	Konkan	0·47	0·43	+0·04	0·59	1·51	− 61
	Bombay—Deccan	0·28	0·48	−0·20	0·54	2·43	− 78
	Hyderabad (North)						
	Khandeish	0	0·03	−0·03	0	2·00	−100
Central Provinces and Berar.	Berar	0	0·13	−0·13	0	1·59	−100
	Central Provinces (West)	0	−0·05	−0·05	0·20	0·77	− 74
	Do. (Central)	0	0·09	−0·09	0·08	0·62	− 87
	Do. (East)	0	0·37	−0·37	0·19	0·80	− 76
Bombay (North)	Guzerat	0	0 04	−0·04	0	0·35	−100
	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	0·02	0·43	− 95
	Rajputana (East), Central India (West)	0	0·02	−0·02	0·51	0·24	+113
	Rajputana (West)	0	0 01	−0·01	0	0·08	−100
Madras	East Coast (North)	1·37	0·72	+0·65	3·40	5·16	− 34
	Do. (North) A	0·90	?	?	1·75	?	?
	Hyderabad (South)	0·06	0·22	−0·16	0·07	1·50	− 95
	Madras (Central)	1·64	0·53	+1·11	2·07	2·71	− 24
	East Coast (Central)	1·28	1·82	−0·54	2·27	6·53	− 65
	Do. (South)	3·74	2·48	+1·26	6·64	6·12	+ 8
	Madras (South)	4·75	2·40	+2·35	7·54	5·89	+ 28

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

Simla, *dated 6th November, 1890.*

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 November.*—Rainfall good except in Tinnevelly. Standing crops generally fair and improving after recent rains. Rice crop failed from want of rain in parts of Malabar. Paddy blighted in parts of Ganjam and affected by disease in Godavari. Castor-oil seeds blighted in parts of Anantapur. Locusts appeared in one or two villages of Ganjam, Cuddapah, and North Arcot. Outturn generally below average. Prices—rice falling; *ragi* rising; other grains steady. Prospects generally fair.

Bombay.—*For week ending 12th November.*—Rain good and beneficial to crops and fodder throughout Deccan and Karnatic except in Nassik and Khandeish. Rain moderate or slight in parts of nine other districts. Standing crops damaged by locusts or other causes in parts of six districts, otherwise good.

Bengal.—*For the week ending 11th November.*—The rains have apparently ceased, and the cold weather is setting in. Winter rice is maturing, and is generally a promising crop, except, as previously reported, in the flooded tracts of Central Bengal and of the Sarun district. Harvesting of the earlier kinds of winter rice has begun in some districts. *Rabi* and poppy sowings are proceeding satisfactorily, and the earlier sowings are germinating well. Tobacco seedlings are thriving well, as also is the ganja crop in Rajshahye. Sugarcane is generally reported to be a good crop. Locusts have appeared in Rungpore, Maldah, and Lohardugga, and some damage therefrom to the winter rice in the latter district has been reported. Price of common rice falling in some districts.

North-Western Provinces and Oudh.—*For week ending 12th November.*—Weather clear and seasonable. *Rabi* sowings approaching completion, and promise well. Markets are well-supplied, and prices are generally steady.

Punjab.—*For week ending 12th November.*—Rainfall *nil.* Prices unsettled in Delhi, rising in Rawalpindi, Shahpur, Dera Ismail Khan, and parts of Lahore; stationary elsewhere. Harvesting of *kharif* crops in progress; *rabi* sowings going on; rain much wanted in Hissar. Standing *kharif* crops inferior for want of rain. Prospects of *rabi* crops generally reported fair. Fodder sufficient in all districts except in parts of Mooltan. Poppy sowings commenced in Shahpur.

Central Provinces.—*For week ending 12th November.*—The recent rain has benefited the earlier winter sowings, but in Bhandara where there has been an unusual heavy fall, the rain has been prejudicial to the reaped but unstalked rice crop and the later *rabi* sowings. Otherwise prospects are everywhere good.

Burma.—*For week ending 8th November.*—The crop prospect is generally good except in Mandalay, Katha, Ye-u, Pakokku, and Meiktila. In Yamethin rain is still urgently required. The price of paddy has risen slightly in Rangoon, Sagaing, and Pakokku, and fallen in Tharrawaddy, Thongwa, Tavoy, and the Lower Chindwin districts. In Kyaukpyu crops on hill clearings are being reaped, and in Sandoway and Pegu reaping of early paddy has commenced; in Prome ploughing and transplanting are completed; in Mandalay ploughing and transplanting and in Bhamo ploughing for dry weather corps are progressing; in Katha wheat cultivation is progressing; in

the Ruby Mines district and Ye-u reaping has commenced; paddy transplanting has almost ceased in Meiktila and quite ceased in Pyinmana.

Assam.—*For week ending 12th November.*—Weather seasonable. Harvesting of late rice commenced. Mustard cultivation continues. Prospects of all crops good.

Berar and Hyderabad.—*For week ending 12th November.*—In Berar average rainfall 1·52. *Kharif* crops are in good condition. Picking of cotton and sowing of *rabi* crops in progress. Fodder sufficient. Prices generally steady.

In Hyderabad rainfall of week 1·69. Total since 1st January 37·50. Rainfall of week injurious to *abi* crops, but beneficial to *rabi* crops. Harvesting of *abi* and *kharif* crops continues. Sowing of *rabi* crops finished. Prices stationary.

Mysore and Coorg.—*For week ending 12th November.*—In Mysore rainfall general and good. Standing crops in good condition, having been benefited by recent rain. Agricultural operations in progress. Prospects favourable. Prices fallen in Kolar slightly.

Slight rain in Coorg during week.

Central India.—*For week ending 12th November.*—Slight injury by locusts to *kharif* crops in Bogode and Varudpura in Bhopawar Agency. No other changes since last report.

Rajputana.—*For week ending 12th November.*—Agricultural operations and standing crops generally satisfactory. Pasturage or fodder sufficient, but scarce at Meywar, Marwar, and Ajmere. Prices steady generally.

Nepal.—No report received.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVIII of 1890-91.

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 19th October, 1889. Total mean length open.	Receipts. Total.	Per mile open.	Week ending 18th October, 1890. Total mean length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 19th October, 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 18th October, 1889. Total.	Per mile open per week.	Total Increase in 1890-91.	Total Decrease in 1890-91.
	State Lines worked by Companies.		£	£		£	£	£	£	£	£	£	£
25th Oct., 1890	East Indian (*a*)	1,526	8,85,019	580	1,526	7,67,630	503	2,32,99,931	527	2,17,19,435	491	...	15,80,496
25th ditto	Patna-Gya	57	10,316	181	57	24,847	436	2,74,475	165	2,67,555	161	...	6,920
18th ditto	Bareilly-Pilibhit	36	2,516	70	36	1,760	49	54,013	54	52,414	52	...	1,599
25th ditto	Bengal-Nágpur (*b*)	305	32,034	105	585	47,046	80	9,54,519	108	16,71,165	102	7,16,646	...
25th ditto	Indian Midland (*c*)	752	67,053	89	752	50,110	67	15,42,985	79	16,10,109	75	67,124	...
25th ditto	Rajputana-Malwa	1,672	3,38,340	202	1,672	2,76,000	165	1,04,53,429	217	86,36,221	180	...	18,17,208
18th ditto	Southern Máratha	978	63,721	65	1,043	79,800	77	22,66,479	90	24,52,703	83	1,86,224	...
18th ditto	Ditto Mysore Section	296	26,647	90	296	32,240	109	5,01,428	70	6,53,127	76	1,51,699	...
18th ditto	Villupuram-Guntakal	83	4,010	48	83	3,666	44	1,40,753	59	1,32,453	56	...	8,300
18th ditto	Bengal and North-Western* (*d*)	649	57,887	89	691	62,460	90	23,38,364	121	23,40,676	125	2,312	...
	Total	6,354	14,87,543	234	6,741	13,45,559	200	4,18,26,376	237	3,95,35,858	206	...	22,90,518
	State Lines worked by the State.												
25th Oct., 1890	North-Western	2,477	(*e*)6,38,386	258	2,395	(*f*)5,04,659	211	*e* 1,52,51,083	213	*f* 1,38,62,274	202	...	13,88,809
11th ditto	Oudh and Rohilkhand	...	...	...	...	(*g*)	...	(*h*)39,44,891	204	(*i*)35,05,310	181	...	4,39,581
11th ditto	Lucknow-Sitapur-Sihramau	...	...	...	...	(*g*)	...	(*h*)1,69,575	58	(*i*)1,63,056	55	...	6,519
18th ditto	Eastern Bengal	747	2,33,281	312	763	2,30,890	303	57,70,503	279	58,47,454	266	76,951	...
18th ditto	Bengal Central†	125	11,963	96	125	15,730	126	4,27,552	118	3,48,432	96	...	79,120
18th ditto	Nalháti	27	1,763	65	27	2,050	76	54,138	69	51,531	65	...	2,607
25th ditto	Wardha Coal (*j*)	45	18,462	410	45	17,698	393	4,29,313	331	5,44,362	421	1,15,049	...
11th ditto	Cherra-Companyganj	...	...	...	...	(*g*)	...	(*h*)4,568	22	(*i*)8,738	39	4,170	...
4th ditto	Jorhát	...	...	...	...	(*g*)	...	(*k*)33,309	49	(*l*)33,867	50	558	...
18th ditto	Burma (*m*)	553	83,110	150	556	1,12,190	202	24,71,340	155	27,27,450	171	2,56,110	...
	Total	3,974	9,86,965	248	3,911	8,83,217	226	2,85,56,272	207	2,70,92,474	199	...	14,63,798
	Lines worked by Guaranteed Companies.												
25th Oct., 1890	Great Indian Peninsular	1,440	5,34,210	371	1,447	5,26,183	364	1,72,42,333	414	1,82,59,971	441	10,17,638	...
25th ditto	Bombay, Baroda and Central India	461	2,03,993	442	461	1,79,000	388	69,14,729	520	67,58,575	511	...	1,56,154
18th ditto	Madras	840	1,39,777	166	840	1,79,102	213	51,51,170	213	51,88,443	215	37,273	...
18th ditto	South Indian	654	1,10,048	168	655	1,13,406	173	32,81,268	174	34,58,271	184	1,77,003	...
	Total	3,395	9,88,028	291	3,403	9,97,691	293	3,25,89,500	333	3,36,65,260	345	10,75,760	...
	GRAND TOTAL (Guaranteed and State)	13,723	34,62,536	252	14,055	32,26,467	230	10,29,72,148	250	10,02,93,592	236	...	26,78,556
	Gross Estimated Expenses	...	...	...	...	...	...	5,46,48,139	133	5,32,72,723	125	...	13,75,416
	Net Receipts	...	...	...	...	...	...	4,83,24,009	117	4,70,20,869	111	...	13,03,140
	Assisted Companies.												
25th Oct., 1890	Tárakeshwar	22	4,600	209	22	3,898	177	1,55,053	240	1,50,680	234	...	4,373
18th ditto	Rohilkhand-Kumaun	67	7,841	117	67	8,964	134	1,91,355	102	1,81,421	97	...	9,934
11th ditto	Dibru-Sadiya	...	...	...	...	(*g*)	...	(*h*)2,61,828	120	(*i*)2,74,711	126	12,883	...
	Total	89	12,441	140	89	12,862	145	6,08,236	126	6,06,812	126	...	1,424
	Native States Lines worked by Companies.												
18th Oct., 1890	The Nizam's Guaranteed State	354	35,678	100	354	47,412	134	12,38,942	121	13,97,652	138	1,58,710	...
25th ditto	The Gaekwar's Dabhoi	59	2,074	35	72	2,110	29	74,666	44	1,13,318	59	38,652	...
25th ditto	The Gaekwar's Mehsána	27	787	29	27	750	28	29,801	38	25,568	33	...	4,233
25th ditto	The Gaekwar's Petlád	...	...	...	13	630	48	...	...	(*o*)23,169	75	23,169	...
	Total	440	38,539	88	466	50,902	109	13,43,409	106	15,59,707	118	2,16,298	...
	Native States Lines worked by the States.												
25th Oct., 1890	Rájpura-Bhátinda	...	(*p*)	...	108	9,479	88	(*p*)	...	2,86,368	92	2,86,368	...
	Native States Lines.												
25th Oct., 1890	Jodhpore	124	6,830	55	124	6,000	48	1,86,827	52	2,01,555	57	14,728	...
25th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	329	22,253	68	334	20,700	62	7,20,535	94	8,74,576	92	1,54,041	...
25th ditto	Morvi	68	2,298	34	94	4,196	45	1,08,426	55	1,70,441	63	62,015	...
	Total	521	31,381	60	552	30,896	56	10,15,788	68	12,46,572	79	2,30,784	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Ásansol-Goilkera section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Tirhoot State Railway.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*f*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*g*) Return not received.
(*h*) Total receipts from 1st April to 12th October 1889.
(*i*) Total receipts from 1st April to 11th October 1890.
(*j*) Includes Warora Colliery.
(*k*) Total receipts from 1st April to 5th October 1889.
(*l*) Total receipts from 1st April to 4th October 1890.
(*m*) Includes the Toungoo-Mandalay Railway.
(*n*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*o*) Total receipts from 5th May to 18th October 1890.
(*p*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F B. HEBBERT,
Offg. Under-Secretary.

Calcutta,
The 10th November, 1890.

SUPPLEMENT TO

The Gazette of India.

No. 47.] CALCUTTA, SATURDAY, NOVEMBER 22, 1890.

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.*

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

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, November 10th, 1890.

The principal point of interest in the weather of the past week has been the low pressure area which has existed during the greater part of the period off the West Coast. This low pressure area had already made its appearance at the close of last week, but it was not till the commencement of the period under review that it underwent any considerable development and became of importance. At this time the barometer rose over India—more particularly in the north—and fell over the angle of the Arabian Sea formed by the Sind, Kattiawar and Konkan coasts. Gradients consequently became very steep, the winds strong, and the sea rough and rain fell over the whole low pressure area. The cyclonic conditions did not, however, so far as the reports show, develop into a well-defined storm, and on the 8th a rapid barometric rise occurred and broke up the unsettled conditions. While the cyclonic conditions were most strongly marked, *viz.*, on the 6th and 7th, the sky clouded over and humidity rose fast over Central and North-Western India, and on the 7th and 8th rain fell all over the central parts of the country. Between the morning of the 8th and 10th the weather was quiet and the rainfall steadily decreased both in amount and extent. The temperature has been low over Northern India and Burma, but in the central parts of the country and the peninsula, where the large amount of cloud has interfered with free radiation at night, the weather has been warmer than usual. The deficiency in the north was, however, greater than the excess in the central and south, and the figures for the whole of India showed a trifling defect of temperature throughout the week.

The chart of the 4th showed a general increase of pressure except perhaps at Verawal where there appeared to have been a decrease. Readings were high all over Northern India, and low over the Bay and off the Bombay Coast Gradients were steep over Sind, Kattiawar and Guzerat. The wind was easterly over the Central Provinces, the head of the Peninsula and North Bombay, variable on the West Coast and northerly over the Bay. Showers of rain, generally of small amount, were reported from the greater part of the Bay area and the Peninsula, but the weather was very fine over Northern India. On the 5th the barometer was falling both over the North Carnatic and on part of the West Coast, while it was rising elsewhere. In consequence, gradients had still further increased and were very steep over the northern part of the Bombay Presidency. The winds were generally unchanged in direction, but were stronger in force, particularly in Sind and Guzerat. Rain was falling over the greater part of the Peninsula. On the 6th the barometer was falling everywhere, and there was no great change in the relative distribution. A well-marked area of depression overlay the Arabian Sea off the Bombay Coast, and the gradients between this area and North-West India were very steep. Rain was falling at almost every station within the Peninsula, the amounts being large at several stations on both sides of India. The weather had become cloudy in the centre and north-west. The chart of the 7th showed that the barometer was rising except off the West Coast and in the extreme south of the Peninsula. In consequence, gradients had decreased considerably though the low pressure area off the Bombay Coast was still strongly marked. Calms and variable breezes prevailed over the greater part of the country, but south-easterly winds were reported from the North Konkan, and strong north-east to north winds in Sind and Kattiawar. Slight rain had fallen over the Central Provinces, but over the Peninsula the amount and extent of rainfall had decreased. On the 8th, the barometer was rising everywhere—very quickly in the North Konkan—and the low pressure area off the Bombay Coast had practically broken up. The winds were generally moderate or light. Moderate rain had fallen over the greater part of the Peninsula, and heavy showers over the Central Provinces. The chart of the 9th showed no practical change, though the rainfall was, on the whole, lighter. On the 10th the barometer was falling everywhere, but the general distribution of pressure was little changed. Slight scattered rainfall was reported from the Peninsula.

Temperature.—As mentioned above, the mean temperature of the whole Indian region has shown a deficiency as compared with the normal of the season for each day of the week, but this result was due mainly to the large deficiency in Northern India. Southern India and the Central Provinces have had a normal or excessive temperature; thus Bombay was warmer than usual on all days; the Central Provinces on six days; Central India on five days, and Madras on four days of the week. On the other hand, Burma, Bengal, the North-Western Provinces and the Punjab were colder on all days, and Sind and Rajputana on six days of the week.

The following table shows the variations in the mean temperature according to Provinces for the present and for the past week:—

Provinces.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
	°	°
Burma	—1·2	—0·9
Bengal	—1·1	—1·1
North-Western Provinces	—2·8	—1·8
Punjab	—2·9	—2·9
Bombay	0	+1·3
Central Provinces	—2·8	+1·6
Guzerat and Central India	—4·1	+0·7
Sind and Rajputana	—3·1	—1·3
Madras	+0·1	+0·3

This table shows that, except in Bengal and the Punjab where the variation

from the mean is unaltered, there has been a general increase of temperature. This increase was greatest in the Central Provinces where it amounted to over 4°.

Rain.—The preceding sections have shown that the rainfall during the earlier part of the week was confined to the Peninsula, and that the fall subsequently extended to the Central Provinces, but that the whole of Northern India was without rain. The concluding table of the summary, which is founded on a much larger number of observations than are given in the Daily Weather Report, shows that a small amount of rain also fell in North Bengal, Chota Nagpur and Orissa, and that general slight rain fell in Burma.

The region of no rain during the week stretches from Central and Deltaic Bengal, through Behar, the North-Western Provinces and the Punjab, as far as the Indus, and southward over Central India, Rajputana and Kattiawar. The region over which rain was experienced included Burma (except Tenasserim), East Bengal, Assam, North Bengal, Chota Nagpur, Orissa, the Central Provinces, Berar, and southward throughout the Peninsula. Rain also fell in Sind and Guzerat. The East Coast, Mysore and Bombay Deccan had the heaviest rainfall. In normal years the extreme south of the Peninsula has the largest amount, so that the distribution was somewhat exceptional. The third column of the table shows that in 15 of the rainfall divisions the fall was excessive, and in 26 was deficient In 7 divisions no rain is expected during the week, and in 15 more the normal amount received is less than 0·10". The greatest excess was in the Bombay Deccan which had ten times the average amount; but in the Central Provinces the relative excess was even larger. The East Coast (central) had an excess of three inches; the East Coast (north) of 2⅔ inches, and Mysore of 2¼ inches. The greatest deficiency was in the extreme south and in Lower Burma, and varied between ¾ inches and 1¼ inches.

The final column of the table shows that, since the middle of October, the rainfall has been generally good. There is considerable deficiency in the North-Western Provinces and Behar, and also in Guzerat, Kattiawar and Rajputana (west), but elsewhere the fall has been, on the whole, heavy; and in Madras, where rain is most necessary, the fall has been equal to the average.

The following are the principal large falls which have occurred during the week:—

Burma—	Prome	Sudder	2·07 inches.
	Akyab	Do.	4·59 ,,
West Coast—	Cochin	Do.	4·98 ,,
	Travancore	Quilon	4·25 ,,
Mysore—	Bangalore	Doddalepur	5·48 ,,
	Chitaldroog	Holakere	6·80 ,,
	Tumkur	Gubbi	6·20 ,,
Bombay—	Dharwar	Rannibennur	11·51 ,,
	Belgaum	Chandyad	7·99 ,,
	Kolhapur	Malkapur	5·11 ,,
	Sholapur	Sudder	6·83 ,,
	Bijapur	Do.	5·24 ,,
	Poona	Do.	7·74 ,,
Central Stations—	Basim	Do.	5·11 ,,
	Bhandara	Do.	10·05 ,,
Madras—	Ganjam	Sompet	7·40 ,,
	Vizagapatam	Sudder	6·05 ,,
	Bellary	Kampli	7·72 ,,
	Kistna	Hardar	10·18 ,,
	Nellore	Ongoli	9·60 ,,

Province.	Division.	Rainfall data for week ending November 10th, 1890. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from October 14th to November 10th, 1890. Average actual rainfall of season to date.	Average normal rainfall of October 14th to November 10th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·57	—0·57	1·82	4·40	— 59
	Lower Burma	0·10	1·17	—1·07	5·07	4·25	+ 19
	Central do.	0·15	0·55	—0·40	4·33	3·13	+ 38
	Upper do.	0·25	?	?	3·26	?	?
	Arakan	1·71	1·62	+0·09	7·19	4·67	+ 54
Bengal and Assam	Eastern Bengal	0·20	0·35	—0·15	3·80	3·16	+ 20
	Assam (Surma)	0·10	0·49	—0·39	2·58	3·39	— 24
	Do. (Bramaputra)	0·12	0·15	—0·03	3·08	1·89	+ 63
	Deltaic Bengal	0	0·17	—0·17	5·88	2·78	+112
	Central do.	0	0·16	—0·16	4·84	2·45	+ 98
	North do.	0·01	0·03	—0·02	10·77	2·34	+360
	Orissa	0·11	0·53	—0·42	4·75	4·53	+ 5
	Chota Nagpur	0.01	0·11	—0·10	0·85	1·57	— 46
	Behar (South)	0	0·10	—0·10	1·34	1·40	— 40
	Do. (North)	0	0·04	—0·04	3·20	1·25	+156
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·05	—0·05	0·35	0·79	— 56
	Oudh (South)	0	0	0	0·07	0·33	— 79
	Do. (North)	0	0	0	0·27	0·11	+145
	North-Western Provinces (Central)	0	0	0	0·08	0·35	— 77
	North-Western Provinces (West)	0	0·01	—0·01	0·01	0·03	— 67
	North-Western Provinces (Submontane)	0	0·03	—0·03	0·37	0·26	+ 42
Punjab	Punjab (South)	0	0	0	0·11	0·08	+ 38
	Do. (Central)	0	0	0	0·08	0·16	— 50
	Do. (Submontane)	0	0	0	0·21	0·01	?
	Do. (Hill Districts)	0	0·07	—0·07	0·29	0·31	— 6
	Do. (North-west)	0	0·04	—0·04	0·53	0·27	+ 96
	Do. (West)	0	0	0	0·05	0·03	+ 67
Bombay and Malabar Coast Districts (Madras).	Malabar	1·37	1·88	—0·51	7·89	7·95	— 1
	Madras (South Central)	1·75	2·21	—0·46	8·19	7·61	+ 8
	Coorg	1·44	1·57	—0·13	6·83	7·04	— 3
	Mysore	2·92	0·64	+2·28	7·00	3·65	+ 92
	Konkan	1·19	0·24	+0·95	1·78	1·74	+ 2
	Bombay Deccan	3·45	0·32	+3·13	3·99	2·76	+ 45
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	1·88	0·24	+1·64	1·88	2·24	— 16
Central Provinces and Berar.	Berar	1·48	0·11	+1·37	1·48	1·69	— 12
	Central Provinces (West)	1·75	0·06	+1·69	1·95	0·83	+135
	Do. do. (Central)	1·55	0·06	+1·49	1·63	0·67	+143
	Do. do. (East)	0·65	0·15	+0·50	0·84	0·95	— 12
Bombay (North)	Guzerat	0·04	0·03	+0·01	0·04	0·38	— 89
	Katiawar	0	0·04	—0·04	0	0·17	—100
	Sind	0·11	0·01	+0·10	0·11	0·03	+267
Rajputana and Central India.	Central India (East)	0	0·01	—0·01	0·03	0·44	— 93
	Rajputana (East) Central India (West)	0	0·01	—0·01	0·51	0·25	+104
	Rajputana (West)	0	0·01	—0·01	0	0·09	—100
Madras	East coast (North)	3·24	0·72	+2·52	6·64	5·87	+ 13
	Do. A	2·40	?	?	4·15	?	?
	Hyderabad (South)	0·78	0·22	+0·56	1·92	1·72	+ 12
	Madras (Central)	2·18	0·53	+1·65	4·25	3·24	+ 31
	East coast (Central)	4·83	1·82	+3·01	7·10	8·35	— 15
	Do. (South)	1·75	2·48	—0·73	8·39	8·60	— 2
	Madras (South)	1·18	2·40	—1·22	8·72	8·29	+ 5

W. L. DALLAS,

Simla, *13th November, 1890.* *Assistant Meteorological Reporter to the Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first seven months of the official year 1890-91, and of the nineteen preceding years.

(In Thousands of Rupees.)

Year.	For the seven months, April to October. 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.	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.
	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
1871-72	5,80	41,51	11,68	58,99	4,21	23,72	2,19	30,12	73	71	97	241	2,01	7,31	8,29	17,61	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	259	1,82	6,86	6,55	15,67	15,08	76,16	91,24	41,94	1,33,18	1872-73
1873-74	5,84	49,14	9,35	55,33	3,46	23,11	1,78	28,35	71	46	66	183	1,95	7,87	8,06	18,00	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	180	2,28	7,95	7,83	17,79	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	23,60	3,45	29,95	73	54	92	219	2,18	8,33	7,68	18,38	16,10	77,81	93,91	38,67	1,32,58	1875-76
1876-77	7,23	37,99	7,41	52,63	3,57	22,10	58	27,25	90	42	13	145	2,59	7,42	5,02	15,64	18,49	70,97	89,46	26,14	1,15,60	1876-77
1877-78	8,45	47,56	8,64	64,66	4,89	25,79	52	31,20	1,19	49	22	190	3,33	4,63	1,14	8,84	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	146	3,02	5,48	2,50	11,27	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	235	3,96	5,34	3,70	12,15	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	337	3,60	5,14	5,21	14,17	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	312	3,93	5,69	3,38	11,85	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	238	3,18	1	1	5,60	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	234	2,88	7	3,10	6,05	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	252	2,70	1	3,47	6,18	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	290	2,77	5	2,17	4,99	23,06	53	23,59	34,09	57,68	1885-86
1886-87	7,28	25	5,96	13,43	6,69	32	64	7,65	2,65	7	53	325	3,45	10	3,25	6,80	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	333	5,60	4	2,80	8,44	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	395	5,88	54	3,08	9,50	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	1,66	11,49	3,16	47	29	392	5,82	35	4,11	10,28	30,67	9,38	40,05	34,88	74,93	1889-90
1890-91	9,35	5,40	9,16	23,91	9,38	2,64	93	12,95	3,54	51	44	449	6,51	61	2,76	9,88	34,00	9,37	43,37	46,06	89,43	1890-91

* The amount refunded was greater than the duty collected.

E. J. SINKINSON,

Secretary to the Government of India.

Finance and Commerce Department (*Statistical Branch*)

Calcutta, 18th November 1890.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXIX OF 1890-91.

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 26th October, 1889. Total mean length open.	Receipts. Total.	Per mile open.	Week ending 25th October, 1890. Total mean length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 26th October, 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 25th October, 1890. Total.	Per mile open per week.	Total Increase in 1890-91.	Total Decrease in 1890-91.
	State Lines worked by Companies.		£	£		£	£	£	£	£	£	£	£
1st Nov., 1890	East Indian (*a*)	1,526	8,27,101	542	1,526	7,09,696	465	2,41,27,032	527	2,24,20,131	490	...	16,97,901
1st ditto	Patna-Gya	57	9,536	167	57	3,902	244	2,84,011	166	2,81,457	164	...	2,554
25th Oct., 1890	Bareilly-Pilibhit	36	2,132	59	36	2,118	59	56,145	54	54,820	53	...	1,325
1st Nov., 1890	Bengal-Nagpur (*b*)	306	36,097	118	585	53,438	91	9,90,616	108	17,24,603	101	7,33,987	...
25th Oct., 1890	Indian Midland (*c*)	752	60,612	81	752	56,094	75	16,03,597	79	16,74,919	75	71,322	...
1st Nov., 1890	Rajputana-Malwa	1,672	3,30,245	198	1,672	2,49,000	149	1,07,83,674	217	88,86,687	179	...	18,96,987
1st ditto	Southern Maratha	978	56,265	58	1,043	72,764	70	23,22,744	89	25,28,827	83	2,06,083	...
1st ditto	Ditto Mysore Section	296	23,772	80	296	40,903	138	5,25,200	71	6,87,600	77	1,62,400	...
25th Oct., 1890	Villupuram-Guntakal	83	3,560	43	83	4,443	54	1,44,313	58	1,37,093	56	...	7,220
18th ditto	Bengal and North-Western* (*d*)	...	...	...	...	(*e*)	...	*f* 23,38,364	121	(*g*) 23,40,676	125	2,312	...
	TOTAL	5,706	13,49,320	236	6,050	12,02,958	199	4,31,75,696	236	4,07,45,813	205	...	24,29,883
	State Lines worked by the State.												
25th Oct., 1890	North-Western	2,477	(*h*) 6,05,636	245	2,395	(*i*) 4,86,857	203	*h* 1,58,56,719	214	*i* 1,44,30,132	203	...	14,26,587
18th ditto	Oudh and Rohilkhand	...	...	...	...	(*e*)	...	(*f*) 40,81,023	203	(*g*) 36,49,703	182	...	4,31,320
18th ditto	Lucknow-Sitapur-Sihramau	...	...	...	...	(*e*)	...	(*f*) 1,74,675	57	(*g*) 1,68,629	55	...	6,046
25th ditto	Eastern Bengal	747	2,43,826	326	763	2,30,590	302	60,14,329	280	60,78,044	267	63,715	...
25th ditto	Bengal Central†	125	9,983	80	125	11,390	91	4,37,535	117	3,59,822	96	...	77,713
25th ditto	Nalhati	27	1,686	62	27	1,920	71	55,824	68	53,451	65	...	2,373
25th ditto	Wardha Coal (*j*)	45	12,241	272	45	14,975	333	4,41,554	329	5,59,692	419	1,18,138	...
25th ditto	Cherra-Companyganj	7	290	41	8	350	44	5,034	22	9,470	39	4,436	...
25th ditto	Jorhat	25	1,138	46	25	1,670	67	36,481	49	37,587	50	1,106	...
25th ditto	Burma (*k*)	553	1,01,572	184	556	1,15,229	207	25,72,913	156	28,43,569	173	2,70,656	...
	TOTAL	4,006	9,76,372	244	3,944	8,62,981	219	2,96,76,087	208	2,81,40,099	200	...	14,85,988
	Lines worked by Guaranteed Companies.												
25th Oct., 1890	Great Indian Peninsula	1,440	4,44,882	309	1,447	5,60,930	388	1,76,87,215	411	1,88,27,451	439	11,40,236	...
1st Nov., 1890	Bombay, Baroda and Central India	461	1,88,789	410	461	1,90,000	412	71,03,518	516	69,39,488	507	...	1,64,030
1st ditto	Madras	840	1,75,902	209	840	1,85,256	221	53,27,072	212	53,83,502	210	56,430	...
25th Oct., 1890	South Indian	654	87,054	133	655	1,18,034	180	33,68,322	173	35,78,737	184	2,10,415	...
	TOTAL	3,395	8,96,627	264	3,403	10,54,220	310	3,34,86,127	330	3,47,29,178	343	12,43,051	...
	GRAND TOTAL (GUARANTEED AND STATE)	13,107	32,22,319	346	13,397	31,20,159	233	10,63,37,910	249	10,36,65,090	235	...	26,72,820
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,62,83,899	132	5,47,22,467	124	...	15,61,432
	NET RECEIPTS	...	...	...	...	...	...	5,00,54,011	117	4,89,42,623	111	...	11,11,388
	Assisted Companies.												
1st Nov., 1890	Tarakeshwar	22	3,652	166	22	4,110	187	1,58,705	238	1,54,790	232	...	3,915
25th Oct., 1890	Rohilkhand-Kumaun	67	8,913	133	67	12,423	185	2,00,268	103	1,94,373	100	...	5,895
8th ditto	Dibru-Sadiya	...	...	...	...	(*e*)	...	(*f*) 2,71,121	120	(*g*) 2,83,952	126	12,831	...
	TOTAL	89	12,565	141	89	16,533	186	6,30,094	126	6,33,115	128	3,021	...
	Native States Lines worked by Companies.												
25th Oct., 1890	The Nizam's Guaranteed State	354	47,048	133	354	45,731	129	12,85,990	122	14,43,383	137	1,57,393	...
1st Nov., 1890	The Gaekwar's Dabhoi	59	1,440	25	72	2,220	31	76,111	43	1,15,658	58	39,547	...
1st ditto	The Gaekwar's Mehsana	27	588	22	27	800	30	30,389	38	26,348	33	...	4,041
1st ditto	The Gaekwar's Petlad	...	...	...	13	710	55	...	...	(*m*) 23,976	74	23,976	...
	TOTAL	440	49,082	112	466	49,401	106	13,92,490	106	16,09,365	117	2,16,875	...
	Native States Lines worked by the State.												
25th Oct., 1890	Rajpura-Bhatinda	...	(*n*)	...	108	9,479	88	(*n*)	...	2,95,847	92	2,95,847	...
	Native States Lines.												
1st Nov., 1890	Jodhpore	124	6,361	51	124	5,500	44	1,93,188	52	2,07,028	56	13,840	...
1st ditto	Bhavnagar-Gondal-Junagarh-Porbandar	329	14,501	44	334	20,681	62	7,35,037	92	8,95,611	91	1,60,574	...
25th Oct., 1890	Morvi	68	1,976	29	94	4,378	47	1,10,402	54	1,74,919	62	64,517	...
	TOTAL	521	22,838	44	552	30,559	55	10,38,627	75	12,77,558	78	2,38,931	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Includes the Ásansol-Goilkera section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*c*) Includes the Sindia and Bhopal-Itársi State Railways.
(*d*) Includes the Tirhoot State Railway.
(*e*) Return not received.
(*f*) Total receipts from 1st April to 19th October, 1889.
(*g*) Total receipts from 1st April to 18th October, 1890.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 25th October, 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F B. HEBBERT,
Offg. Under-Secretary.

CALCUTTA,
The 20th November, 1890.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

APPOINTMENT OF A COMMISSION FOR THE PURPOSE OF INVESTIGATING THE DISEASE OF LEPROSY IN INDIA.

No. 14 Medl. / 734—750.

Extract from the Proceedings of the Government of India in the Home Department (Medical),—under date Calcutta, the 21st November 1890.

RESOLUTION.

THE Executive Committee of the National Leprosy Fund having determined to appoint a Commission for the purpose of investigating the disease of leprosy in India, it is notified for general information that Mr. Beaven Neave Rake, M.D (London), M.R.C.S. (England), L.R.C.P. (London), Government Medical Officer and Medical Superintendent of the Trinidad Leper Asylum, Mr. Alfredo Antunes Kanthack, B.A., B.Sc., M.B., B.S. (London), F.R.C.S. (England), and L.R.C.P. (London), late Clinical Assistant, Royal Ophthalmic Hospital, London, and Midwifery Assistant, St. Bartholomew's Hospital, London, and Mr. George Alfred Buckmaster, M.A., B.CH., M.D. (Oxford), D.P.H. (Oxford), M.R.C.S., L.R.C.P. (London), formerly Radcliffe Fellow, Magdalen College, Oxford, Lecturer on Physiology, St. George's Hospital, have been appointed Commissioners. These gentlemen have now arrived at Bombay, and have been joined there by Surgeon-Major A. Barclay, M.D., Secretary to the Surgeon General with the Government of India, and Surgeon-Major S. J. Thomson, Deputy Sanitary Commissioner, North-Western Provinces and Oudh, who have been appointed by the Government of India to co-operate with them. The Governor General in Council will feel obliged if public bodies and individuals desirous of producing evidence before the Commissioners will address the Local Government of the Province to which they may belong, in order that arrangements may be made for the presentation of such evidence before the Commissioners. Each Local Government has already been requested to depute an officer to assist the Commission in collecting and arranging the evidence that may be procurable in the territories under its control, and instructions should be given to all Civil and Medical Officers to give to the Commissioners any aid which they may ask for in the course of their inquiries. The Government of India will, on learning from the Commissioners the programme which they intend to follow, notify it for public information.

ORDER.—Ordered, that a copy of this Resolution be forwarded to Local Governments and Administrations, in continuation of the communication from this Office, No. 11 Medical / 596—606, dated 15th September 1890, to the Surgeon General with the Government of India and to the members of the Leprosy Commission for information. It will be convenient if the Commissioners will address the Surgeon General with the Government of India on any point on which they may desire to receive further assistance or information.

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.

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.

No. 48.] CALCUTTA, SATURDAY, NOVEMBER 29, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

ANNUAL REPORT ON THE OPERATIONS OF THE POSTAL LIFE INSURANCE AND MONTHLY ALLOWANCE SCHEMES DURING THE OFFICIAL YEAR 1889-90.

No. 5417, dated Calcutta, the 20th November, 1890.

ORDER—By the Government of India, FINANCE AND COMMERCE DEPARTMENT.

Read—

Letter from the Director General of the Post Office of India, No. 8491, dated the 13th November 1890, and enclosures.

Ordered, that the papers be published in the *Supplement to the Gazette of India* for general information.

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

No. 8491, dated Calcutta, the 13th November, 1890.

From—H. M. KISCH, Esq., Offg. Director General of the Post Office of India,

To—The Secretary to the Government of India, FINANCE and COMMERCE DEPARTMENT.

I have the honour to submit the Annual Report on the operations of the Postal Life Insurance and Monthly Allowance schemes during the official year 1889-90.

2. Statement No. 1 shows that, during the year under report, 166 persons insured their lives for the total sum of ₹2,71,250, against 223 lives insured for ₹3,27,900 in the previous year. Of the 166 persons who insured their lives, 57 were servants of the Telegraph Department, and the total value of policies issued in their favour was ₹1,34,800. The remaining 109 persons were Post Office servants, and the aggregate value of their policies was ₹1,36,450. The fall in the number of new policies, as compared with the number in the previous year, is to a great extent accounted for by the large number of insurances effected by employés of the Telegraph Department in 1888-89 on the extension of the scheme to that Department from the 1st July 1888. Apart from such special circumstances, the number of *fresh* insurances would naturally fall after

the first few years from the introduction of the scheme, although the number of active policies may rise continuously.

3. The total amount realised on account of premiums on both old and new policies amounted during the year to ₹51,014 as compared with ₹40,831 in the previous year. Claims to the extent of ₹15,044 were paid during the year as compared with payments amounting to ₹9,122 during the preceding year. Twenty policies or contracts representing a gross assurance of ₹28,550 either lapsed or were surrendered or cancelled. Below is a summary which compares the general results up to the close of the past two years :—

Life Insurance.	Up to 31st March 1889.	Up to 31st March 1890.
Number of lives insured	1,055	1,221
	₹	₹
Amount received in premiums	1,43,228	1,94,242
„ of insurance	13,75,625	16,46,875
„ of claims met	36,393	51,437

4. There was no case of insurance by a single payment. Of the 165 policies granted during the year, 122 policies represent a total insurance of ₹1,98,050 by payment of premiums during a fixed period, and the remaining 44 policies represent a total insurance of ₹73,200 by payment of premiums during life. Of those who effected insurances, 121 were natives of India, and 45 Europeans or Eurasians. The 109 policies taken out by Post Office servants may be classified territorially as follows, and it will be seen that, as in previous years, the greatest advantage is taken of the scheme in the Lower Provinces of Bengal :—

63 issued in Lower Bengal and Assam,
19 „ „ the Madras Postal Circle,
3 „ „ „ Bombay Postal Circle, and the rest in other circles.

5. Deducting 32 policies for a total sum of ₹43,050, which were surrendered, cancelled, discharged, or allowed to lapse during the year, 1,063 active policies, representing a total insurance of ₹14,57,700, were existing on the 31st March 1890. The details are as follows :—

	₹		
1 for	700	effected by a payment of premium in one sum.	
375 „	5,29,800	„ „ payment of premium up to the age of 50.	
352 „	4,54,650	„ „ „ „ „ „ „ 55.	
335 „	4,72,550	„ „ „ „ „ during life."	
TOTAL. 1,063	for 14,57,700		

6. The following statement shows the distribution of life insurance policies held by Postal employés among the several grades of officials :—

Grade in Post Office.	Number of officials on 31st March 1890.	Number of Life Insurance Policies held		Percentage of lives insured.
		on the 31st March 1889.	on the 31st March 1890.	
Superintendents and Inspectors	411	72	76	18·49
Postmasters, Sub-Postmasters, and Branch Postmasters	5,047	255	266	5·27
Schoolmasters and other extraneous agents	3,126	5	5	·16
Clerks	6,256	380	433	6·92
Postmen and Village Postmen	15,586	78	80	·51
Road establishment	12,132	20	20	·16
Signallers, Clerks, and other servants in Combined Offices	849	36	44	5·18
TOTAL	43,407	*846	†924	2·13

* Exclusive of 83 policies held by employés of the Telegraph Department.
† Exclusive of 139 ditto ditto ditto.

It will be seen that only 2·13 per cent. of the whole establishment held policies on the 31st March 1890, but that the percentages were far higher in the cases of Supervising Officers, Postmasters, clerks, and Post Office signallers. Postmen and runners generally receive such low pay that it is not likely that many of them will insure their lives for some time to come.

7. No advance whatever was made in the business relating to monthly allowances. At the close of the year only three contracts were in existence, *viz.*, one for ₹5 and two for ₹50 each.

8. The following is a statement of the assets and liabilities of both schemes :—

	₹ a. p.	₹ a. p.	₹ a. p.
LIFE INSURANCE.			
Balance including interest on 31st March 1889	...	1,15,291 10 3	...
Amount of premiums received during 1889-90	51,013 12 7	...	...
Deduct—Amount of claims met	15,044 2 4	35,969 10 3	...
INTEREST FOR 1889-90	...	4,680 11 8	...
BALANCE ON 31ST MARCH 1890	...	...	1,55,942 0 2
MONTHLY ALLOWANCES.			
Balance including interest on 31st March 1889	...	1,925 1 3	...
Amount of subscription received during 1889-90	1,962 8 0	...	...
Deduct—Claims met	60 0 0	1,902 8 0	...
INTEREST FOR 1889-90	...	103 9 4	...
BALANCE ON 31ST MARCH 1890	...	...	3,931 2 7
TOTAL BALANCE ON 31ST MARCH 1890	...	...	1,59,873 2 9

Liabilities on 31st March 1890.

	Number.	Amount.	REMARKS.
		₹	
Life policies in existence	1,063	14,57,700	Payment in a lump sum.
Monthly allowance in existence, Immediate.	1	5	Commenced from March 1884.
Monthly allowance in existence, Deferred.	2	100	Of 50 rupees each: one to commence from January 1894, and the other from September 1893.

9. The usual statements are annexed.

Statement showing the operation of the Scheme of Life Insurance and Monthly Allowance during the year 1888-89 compared with 1889-90.

I.—LIFE INSURANCE.

Circles (arranged according to the total amounts of insurances effected during the year).	By payment of premiums in one sum.				By payment of premiums during a fixed period.				By payment of premiums during life.				Total.			
	Number of lives insured.	Amount received in premium.	Amount of Insurance.	Amount of claims met.	Number of lives insured.	Amount received in premium.	Amount of Insurance.	Amount of claims met.	Number of lives insured.	Amount received in premium.	Amount of Insurance.	Amount of claims met.	Number of lives insured.	Amount received in premium.	Amount of Insurance.	Amount of claims met.
						₹ a. p.	₹	₹ a. p.		₹ a. p.	₹	₹ a. p.		₹ a. p.	₹	₹ a. p.
Eastern Bengal	...	...	...	...	12	1,578 14 0	11,000	...	11	645 14 2	16,000	64 12 10	23	2,224 12 2	27,000	64 12 10
Burma	...	...	...	...	12	1,547 12 2	18,500	...	2	440 11 8	5,000	...	14	1,988 7 10	23,500	...
Chief Office, Calcutta (*i.e.*, Direction and Office of Accounts)	...	...	...	...	8	2,303 10 4	9,500	...	6	920 10 2	8,600	...	14	3,224 4 6	18,100	...
Madras	...	...	...	...	15	3,430 11 0	15,000	2,000 0 0	4	1,621 12 4	2,100	500 0 0	19	5,052 7 4	17,100	2,500 0 0
Bengal	...	...	...	...	12	5,492 7 6	9,950	1,019 12 2	5	4,336 2 2	5,500	100 0 0	17	9,828 9 8	15,450	1,119 12 2
Railway Mail Service	...	...	...	...	5	1,853 14 4	7,500	4,000 0 0	...	856 4 0*	...	...	5	2,710 2 4	7,500	4,000 0 0
Assam	...	...	...	...	2	2,423 9 4	2,000	...	3	1,100 5 0	5,000	...	5	3,523 14 4	7,000	...
N.-W. Provinces	...	...	...	...	1	1,400 10 0	2,000	1,000 0 0	1	731 15 5	4,000	1,000 0 0	2	2,132 9 5	6,000	2,000 0 0
Behar	...	...	...	...	3	1,273 10 8	4,000	274 10 1	1	715 0 0	2,000	...	4	1,988 10 8	6,000	274 10 1
Bombay	...	...	...	...	3	3,001 3 1	5,300	1,044 10 6	...	1,151 5 1*	...	...	3	4,152 8 2	5,300	1,044 10 6
Central India	...	...	...	...	2	276 7 4	3,000	...	...	25 11 8*	...	40 4 9	2	302 3 0	3,000	40 4 9
Rajputana	...	...	...	...	1	444 15 2	500	...	...	2 3 0*	...	...	1	447 2 2	500	...
Oudh	...	...	...	...	...	390 0 8*	...	...	...	49 4 0*	...	...	...	439 4 8*	...	...
Central Provinces	...	...	...	...	...	556 8 4*	...	...	...	329 4 0*	...	...	...	885 12 4*	...	...
Sindh	...	...	...	...	...	560 0 0*	....	4,000 0 0	...	120 10 0*	...	...	...	680 10 0*	...	4,000 0 0
Punjab	...	...	...	...	...	927 4 8*	...	...	...	232 1 4*	...	...	...	1,159 6 0*	...	...
Telegraph Department	...	...	...	...	46	7,981 8 8	1,09,800	...	11	2,291 7 4	25,000	...	57	10,273 0 0	1,34,800	...
TOTAL OF 1889-90	...	...	...	...	122†	35,443 3 3	1,98,050	13,339 0 9	44‡	15,570 9 4	73,200	1,705 1 7	166	51,013 12 7	2,71,250	15,044 2 4
TOTAL OF 1888-89	...	...	...	...	149	28,616 14 3	2,14,200	8,095 8 4	74	12,214 4 7	1,13,700	1,026 10 5	223	40,831 2 10	3,27,900	9,122 2 9
Increase or Decrease	...	...	...	...	...	6,826 5 0	...	5,243 8 5	...	3,356 4 9	...	678 7 2	...	10,182 9 9	...	5,921 15 7
	...	...	...	...	27	...	16,150	...	30	...	40,500	...	57	...	56,650	...

* These figures represent the premiums realised during the year for policies issued in previous years.

	Native.	European or Eurasian.
† 1888-89	115	34
1889-90	88	34
‡ 1888-89	53	21
1889-90	33	11

II.—MONTHLY ALLOWANCES.

Circle.	Immediate Monthly Allowance secured by payment of single subscription.				Deferred Monthly Allowance secured by payment of monthly subscription.				Total.			
	Number of Subscribers.	Amount of subscriptions received.	Amount of Monthly Allowances secured.	Claims of Monthly Allowances met.	Number of Subscribers.	Amount of Subscriptions received.	Amount of Monthly Allowances secured.	Claims o Monthly Allowances met.	Number of Subscribers.	Amount of Subscription received.	Amount of Monthly Allowance secured.	Claims of Monthly Allowance met.
				₹ a. p.		₹ a. p.	₹ a. p.	₹ a. p.		₹ a. p.	₹ a. p.	₹ a. p.
Chief Office, Calcutta (*i. e.*, Direction and Office of Accounts)	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
N.-W. Provinces	...	...	...	...	...	...	...	...	...	...	...	...
Punjab	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Behar	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Central India	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces	..	..	...	...	...	...	...	...	...	...	...	...
Eastern Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Oudh	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana	...	...	...	...	...	...	...	...	...	...	...	...
Sindh	...	...	...	...	...	...	...	...	...	...	...	...
Railway Mail Service	...	...	...	60 0 0	...	...	...	...	...	...	...	60 0 0
Telegraph Department	...	...	...	...	...	1,962 8 0	...	...	...	1,962 8 0	...	...
TOTAL OF 1889-90	...	...	...	60 0 0	...	1,962 8 0	...	...	...	1,962 8 0	...	60 0 0
TOTAL OF 1888-89	...	...	...	60 0 0	2	807 4 8	100	...	2	807 4 8	100	60 0 0
Increase or Decrease	...	...	...	...	...	1,155 3 4	...	...	...	1,155 3 4	...	...
	...	...	...	...	2	...	100	...	2	...	100	...

B.—MONTHLY ALLOWANCES.

Statement showing (1) the present ages (on 31st March 1890) of those in receipt of Monthly Allowances and of those subscribing for Deferred Allowances, (2) the number of Subscribers of the same age on that date, (3) the amount of Subscriptions paid in lump sum or payable monthly for stated periods (with notes showing when the Subscriptions cease and Monthly Allowances commence), and (4) the amount of Monthly Allowances secured, during the period from February 1884 to March 1890.

Immediate Monthly Allowance secured by payment of single subscription.			Deferred Monthly Allowance secured by payment of Monthly subscription.							
Present ages of those in receipt of Monthly Allowances.	Number of those that are of the same age.	Amount of Subscription paid in lump sum.	Present ages of Subscribers.	Number of Subscribers of the same age.	Amount of Subscription payable monthly.	Amount of Monthly Allowances secured.	Period for which Subscription is payable.	Age when Subscription will cease.	Date when Monthly Allowance is to commence.
		₹ a. p.			₹ a. p.	₹ a. p.			
29	1	1,063 12 10	...	...	...	...	...	...	.....
			47	1	84 6 0	50 0 0	After five years .	51	From March 1884.
			49	1	79 2 8	50 0 0	„ „ .	53	„ September 1893.
TOTAL .	1	1,063 12 10	...	2	163 8 8	100 0 0	...	...	.....

ABSTRACT.

Circles (arranged in order of balances on 31st March 1890 as shown in column 6).	Life Insurance.					Monthly Allowance.				
	Balance on 1st April 1889.	Premiums received.	Total.	Claims paid.	Balance on 31st March 1890.	Balance on 1st April 1889.	Subscriptions received.	Total.	Claims paid.	Balance on 31st March 1890.
1	2	3	4	5	6	7	8	9	10	11
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Bengal . .	37,635 11 2	16,001 6 6	53,637 1 8	1,119 12 2	52,517 5 6	783 8 10	...	783 8 10	60 0 0	723 8 10
Madras . .	13,070 0 10	7,654 0 2	20,724 1 0	2,500 0 0	18,224 1 0	...	...	...	...	...
Bombay . .	8,624 1 2	5,179 2 10	13,803 4 0	1,044 10 6	12,758 9 6	24 2 7	...	24 2 7	...	24 2 7
Assam . .	8,316 7 0	3,903 7 8	12,219 14 8	...	12,219 14 8	...	...	...	...	...
Behar . .	7,121 5 11	2,410 3 8	9,531 9 7	274 10 1	9,256 15 6	...	...	...	...	...
Burma . .	3,535 8 10	4,583 14 10	8,119 7 8	...	8,119 7 8	...	...	...	...	...
Eastern Bengal .	5,477 5 3	2,547 4 2	8,024 9 5	64 12 10	7,959 12 7	...	...	...	...	...
Punjab . .	6,046 9 5	1,688 2 0	7,734 11 5	...	7,734 11 5	554 2 8	950 0 0	1,504 2 8	...	1,504 2 8
N.-W. Provinces	8,226 5 11	2,433 6 9	10,659 12 8	6,000 0 0	4,659 12 8	...	...	...	...	...
Central Provinces . .	2,812 6 2	1,306 3 0	4,118 9 2	...	4,118 9 2	...	...	...	...	...
Oudh . .	2,850 1 10	822 0 10	3,672 2 8	...	3,672 2 8	11 7 4	...	11 7 4	...	11 7 4
Rajputana .	1,995 6 3	665 14 2	2,661 4 5	...	2,661 4 5	...	...	...	...	...
Central India .	946 8 2	334 11 0	1,281 3 2	40 4 9	1,240 14 5	253 2 0	1,012 8 0	1,265 10 0	...	1,265 10 0
Sindh . .	176 8 6	1,483 15 0	1,660 7 6	4,000 0 0	—2,339 8 6	78 12 10	...	78 12 10	...	78 12 10
TOTAL .	1,06,834 6 5	51,013 12 7	1,57,848 3 0	15,044 2 4	1,42,804 0 8	1,705 4 3	1,962 8 0	3,667 12 3	60 0 0	3,607 12 3
Interest .	8,457 3 10	...	...	...	13,137 15 6	219 13 0	...	...	...	323 6 4
TOTAL .	1,15,291 10 3	51,013 12 7	1,57,848 3 0	15,044 2 4	1,55,942 0 2	1,925 1 3	1,962 8 0	3,667 12 3	60 0 0	3,931 2 7
TOTAL OF 1888-89 . .	...	40,831 2 10	...	9,122 2 9	...	...	807 4 8	...	60 0 0	...
Increase or Decrease .	...	10,182 9 9	...	5,921 15 7	...	...	1,155 3 4	...	...	...

	Life Insurance Policies issued.		Monthly Allowance Contracts issued.	
	Number.	Amount.	Number.	Amount.
		₹ a. p.		₹ a. p.
BALANCE OF 1888-89 .	929	12,29,500 0 0	3	105 0 0
Issued during the year .	166	2,71,250 0 0	...	...
TOTAL .	1,095	15,00,750 0 0	3	105 0 0
Deduct—Discharged during the year	12	14,500 0 0	...	...
Lapsed, surrendered, and cancelled, as per details below	20	28,550 0 0	...	...
BALANCE OF 1889-90 .	1,063	14,57,700 0 0	3	105 0 0

Details relating to Surrendered, Lapsed, or Cancelled Policies and Contracts.

	Surrendered.		Lapsed.		Cancelled.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		₹		₹		₹		₹
Chief Office (*i.e.*, Direction and Office of Accounts) .	1	2,000	...	...	...	...	1	2,000
Bengal	1	2,000	1	250	...	...	2	2,250
Bombay	2	1,150	...	...	...	...	2	1,150
Madras	2	2,500	2	2,000	...	...	4	4,500
North-Western Provinces	3	5,000	...	...	...	...	3	5,000
Punjab	2	4,050	...	...	...	...	2	4,050
Behar	3	5,500	...	...	...	...	3	5,500
Central Provinces	2	1,100	...	...	...	...	2	1,100
Telegraph Department	1	3,000	...	...	...	...	1	3,000
TOTAL .	17	26,300	3	2,250	...	...	20	28,550

A.—LIFE INSURANCE.

Statement showing (1) present ages on 31st March 1890 of lives insured, (2) number of lives insured of the same age on that date, (3) the amount of premiums paid in lump sum or payable monthly for stated periods or for life, and (4) the amount insured, during the period from February 1884 to March 1890.

LIVES INSURED BY SINGLE PAYMENT.

Present ages of lives insured.	Number of lives insured that are of the same age.	Amount of premiums paid (lumped together). R a. p.	Amount insured (lumped together). R a. p.
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	...	...	...
48	...	...	...
49	...	...	...
50	...	...	...
51	...	...	...
52	...	...	...
53	...	...	...
54	...	...	...
55	...	...	...
56	...	...	...
57	...	...	...
58	1	469 0 0	700 0 0
	1	469 0 0	700 0 0

LIVES INSURED BY PAYMENT OF MONTHLY PREMIUMS FOR STATED PERIODS.

UNTIL THE AGE OF 50.

Present ages of lives insured.	Number of lives insured that are of the same age.	Monthly premiums payable (lumped together). R a. p.	Amount insured (lumped together). R a. p.
21	1	0 15 10	500 0 0
22	7	28 3 8	14,000 0 0
23	2	6 4 0	3,000 0 0
24	9	27 3 10	13,000 0 0
25	19	70 12 0	32,100 0 0
26	16	76 1 5	32,550 0 0
27	21	48 14 0	19,850 0 0
28	28	86 13 11	35,250 0 0
29	22	94 1 6	37,050 0 0
30	22	78 14 9	27,650 0 0
31	15	28 9 11	10,900 0 0
32	33	90 12 2	33,050 0 0
33	18	80 0 4	27,150 0 0
34	33	138 3 6	45,750 0 0
35	11	39 11 6	12,900 0 0
36	19	79 6 1	23,950 0 0
37	16	62 14 11	17,650 0 0
38	19	137 5 11	37,650 0 0
39	9	43 12 3	10,450 0 0
40	14	95 8 9	21,750 0 0
41	9	50 10 5	10,350 0 0
42	9	128 3 8	25,300 0 0
43	4	69 6 8	10,000 0 0
44	5	65 3 6	10,450 0 0
45	6	59 9 2	8,050 0 0
46	5	42 10 8	5,200 0 0
47	1	23 5 4	2,000 0 0
48	1	0 13 6	100 0 0
49	...	...	...
50	1	19 9 4	2,000 0 0
...	...	...	...
	375	1,774 2 6	5,29,800 0 0

UNTIL THE AGE OF 55.

Present ages of lives insured.	Number of lives insured that are of the same age.	Monthly premiums payable (lumped together). R a. p.	Amount insured (lumped together). R a. p.
21	2	9 6 0	5,000 0 0
22	2	1 14 0	1,000 0 0
23	2	5 13 4	3,000 0 0
24	9	23 10 4	12,000 0 0
25	7	9 12 0	4,700 0 0
26	21	64 8 0	29,850 0 0
27	13	27 12 2	13,000 0 0
28	16	46 5 9	20,350 0 0
29	15	34 14 8	14,850 0 0
30	23	66 10 0	27,500 0 0
31	19	55 8 10	21,400 0 0
32	24	62 8 9	24,000 0 0
33	11	32 9 0	12,000 0 0
34	29	84 3 1	29,300 0 0
35	19	62 13 7	22,200 0 0
36	13	52 8 4	16,800 0 0
37	12	51 13 0	16,700 0 0
38	17	50 2 10	23,200 0 0
39	11	50 7 4	14,700 0 0
40	18	96 7 4	24,500 0 0
41	11	46 5 10	12,600 0 0
42	12	83 1 3	21,250 0 0
43	7	69 14 4	15,000 0 0
44	12	81 10 8	18,000 0 0
45	9	69 14 6	12,550 0 0
46	7	76 14 0	14,200 0 0
47	2	36 10 8	6,000 0 0
48	3	21 4 0	4,000 0 0
49	4	66 0 8	10,500 0 0
50	2	28 2 0	4,500 0 0
...	...	...	...
	352	1,499 10 3	4,54,650 0 0

LIVES INSURED BY PAYMENT OF MONTHLY PREMIUMS FOR LIFE.

Present ages of lives insured.	Number of lives insured that are of the same age.	Monthly premiums payable (lumped together). R a. p.	Amount insured (lumped together). R a. p.
21	...	...	...
22	1	1 0 0	600 0 0
23	1	1 12 4	1,000 0 0
24	5	10 15 0	6,000 0 0
25	5	19 1 10	10,000 0 0
26	9	16 7 4	8,500 0 0
27	14	37 3 10	19,000 0 0
28	15	44 2 6	22,150 0 0
29	13	34 1 0	15,900 0 0
30	8	28 4 6	13,500 0 0
31	20	66 7 4	30,000 0 0
32	20	67 12 7	28,750 0 0
33	11	27 5 4	11,550 0 0
34	16	58 2 8	23,400 0 0
35	12	34 3 0	13,050 0 0
36	18	65 2 0	23,850 0 0
37	18	59 3 1	22,050 0 0
38	15	62 10 8	21,350 0 0
39	13	52 1 1	17,400 0 0
40	12	61 15 2	20,600 0 0
41	18	92 10 2	29,200 0 0
42	15	36 2 3	10,750 0 0
43	10	48 8 8	14,650 0 0
44	12	75 13 0	21,400 0 0
45	8	63 3 8	18,000 0 0
46	6	41 5 8	11,400 0 0
47	12	66 6 6	16,600 0 0
48	8	70 9 2	16,750 0 0
49	1	0 13 0	200 0 0
50	2	14 10 2	3,000 0 0
51	7	50 3 6	10,900 0 0
52	5	36 7 6	8,050 0 0
53	2	5 1 8	1,000 0 0
54	2	7 9 8	1,500 0 0
55	1	2 8 0	500 0 0
...	...	...	...
	335	1,359 15 10	4,72,550 0 0

ABSTRACT.

		R
Lives insured by payment of premium in one sum	1 for	700
" " " up to age of 50	375 "	5,29,800
" " " " of 55	352 "	4,54,650
" " " during life	335 "	4,72,550
	1,063 "	14,57,700

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXX of 1890-91.

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 2nd November, 1889. Total mean length open.	Week ending 2nd November, 1889. Receipts. Total.	Week ending 2nd November, 1889. Receipts. Per mile open.	Week ending 1st November, 1890. Total mean length open.	Week ending 1st November, 1890. Receipts. Total.	Week ending 1st November, 1890. Receipts. Per mile open.	Total Receipts from 1st April to 2nd November, 1889. Total.	Total Receipts from 1st April to 2nd November, 1889. Per mile open per week.	Total Receipts from 1st April to 1st November, 1890. Total.	Total Receipts from 1st April to 1st November, 1890. Per mile open per week.	Total Increase in 1890-91.	Total Decrease in 1890-91.
			R	R		R	R	R	R	R	R	R	R
	State Lines worked by Companies.												
8th Nov., 1890	East Indian (*a*) . .	1,526	8,25,382	541	1,526	7,95,724	522	2,49,52,414	528	2,32,24,855	491	...	17,27,559
8th ditto .	Patna-Gya . .	57	9,028	158	57	8,285	145	2,93,039	165	2,89,742	163	...	3,297
25th Oct., 1890	Bareilly-Pilibhit . .	...	...	...	...	(*b*)	...	(*c*) 56,145	54	(*d*)54,820	53	...	1,325
8th Nov., 1890	Bengal-Nágpur (*e*) .	305	29,974	98	585	48,814	83	10,20,590	108	17,76,002	101	7,55,412	...
8th ditto .	Indian Midland (*f*) .	752	66,876	89	752	49,728	66	16,70,473	79	17,28,923	75	58,450	...
8th ditto .	Rajputana-Malwa .	1,672	3,28,773	197	1,672	2,83,000	169	1,11,12,447	216	91,78,156	179	...	19,34,291
8th ditto .	Southern Marátha .	[illegible]8	63,537	65	1,043	81,668	78	23,94,891	88	26,10,583	83	2,15,692	...
8th ditto .	Ditto Mysore section . . .	296	24,105	81	296	32,850	111	5,47,329	71	7,20,021	78	1,72,692	...
1st ditto .	Villupuram-Guntakal .	83	5,055	61	83	3,994	48	1,49,368	58	1,41,395	55	...	7,973
1st ditto .	Bengal and North-Western* (*g*) .	649	67,220	104	691	84,160	122	24,66,331	123	24,98,986	121	32,655	...
	TOTAL .	6,318	14,19,950	225	6,705	13,88,223	207	4,46,63,027	236	4,22,23,483	206	...	24,39,544
	State Lines worked by the State.												
8th Nov., 1890	North Western .	2,477	(*h*)5,98,099	241	2,395	(*i*)5,57,424	233	*h*1,64,54,818	215	*i* 1,50,68,556	205	...	13,86,262
8th ditto .	Oudh and Rohilkhand	692	1,59,551	231	692	1,28,268	185	43,68,996	204	39,30,628	183	...	4,38,368
8th ditto .	Lucknow-Sitapur-Sihramau . . .	105	5,990	57	105	5,021	48	1,83,662	56	1,78,813	55	...	4,849
1st ditto .	Eastern Bengal . .	747	2,74,708	368	763	3,00,010	393	62,89,037	285	63,78,054	271	89,017	...
1st ditto .	Bengal Central† .	125	13,681	109	125	13,800	110	4,51,216	116	3,73,622	96	...	77,594
1st ditto .	Nalháti . . .	27	1,451	54	27	1,880	70	57,275	68	55,331	65	...	1,944
8th ditto .	Wardha Coal (*j*) .	45	13,904	309	45	15,053	335	4,55,458	328	5,71,834	414	1,16,376	...
1st ditto .	Cherra-Companyganj .	7	335	48	8	432	54	5,369	23	9,902	40	4,533	...
1st ditto .	Jorhát . . .	25	855	34	25	1,373	55	37,336	48	38,960	50	1,624	...
1st ditto .	Burma (*k*) . .	553	1,00,622	182	556	1,03,997	187	26,73,535	157	29,49,151	173	2,75,616	...
	TOTAL .	4,803	11,69,196	243	4,741	11,27,258	238	3,09,76,702	210	2,95,54,851	203	...	14,21,851
	Lines worked by Guaranteed Companies.												
1st Nov., 1890	Great Indian Peninsula *l*	1,447	5,82,746	403	1,447	6,35,933	439	1,82,69,961	411	1,94,70,130	439	12,00,169	...
8th ditto .	Bombay, Baroda and Central India .	461	2,06,157	447	461	2,18,000	473	73,09,674	514	71,54,948	505	...	1,54,726
8th ditto .	Madras . . .	840	1,58,208	188	840	1,77,178	211	54,85,280	212	55,44,982	215	59,702	...
1st ditto .	South Indian . .	654	99,998	153	655	1,16,263	178	34,68,320	172	36,96,659	184	2,28,339	...
	TOTAL .	3,402	10,47,109	308	3,403	11,47,374	337	3,45,33,235	329	3,58,66,719	343	13,33,484	...
GRAND TOTAL (GUARANTEED AND STATE)		14,523	36,36,255	250	14,849	36,62,855	247	11,01,72,964	250	10,76,45,053	236	...	25,27,911
GROSS ESTIMATED EXPENSES .		...	...	...	...	...	...	5,81,59,131	132	5,64,67,965	124	...	16,91,166
	NET RECEIPTS .	...	...	...	...	...	...	5,20,13,833	118	5,11,77,088	112	...	8,36,745
	Assisted Companies.												
8th Nov., 1890	Tárakeshwar . .	22	5,608	255	22	5,270	240	1,64,313	238	1,60,060	232	...	4,253
25th Oct., 1890	Rohilkhand-Kumaun .	...	...	...	...	(*b*)	...	(*c*) 2,00,268	103	(*d*)1,94,373	100	...	5,895
25th ditto .	Dibru-Sadiya . .	...	...	...	...	(*b*)	...	(*c*) 2,79,256	119	(*d*)2,92,027	125	12,771	...
	TOTAL .	22	5,608	255	22	5,270	240	6,43,837	125	6,46,460	126	2,623	...
	Native States Lines worked by Companies.												
1st Nov., 1890	The Nizam's Guaranteed State . .	354	43,759	124	354	34,503	97	13,29,749	122	14,77,886	136	1,48,137	...
8th ditto .	The Gaekwar's Dabhoi	59	1,979	34	72	3,730	52	78,090	43	1,19,469	58	41,379	...
8th ditto .	The Gaekwar's Mehsána . .	27	737	27	27	800	30	31,126	37	27,243	33	...	3,883
8th ditto .	The Gaekwar's Petlád	...	...	...	13	1,110	85	...	...	(*m*)25,021	74	25,021	...
	TOTAL .	440	46,475	106	466	40,143	86	14,38,965	106	16,49,619	116	2,10,654	...
	Native States Lines worked by the State.												
8th Nov., 1890	Rájpura-Bhatinda .	...	(*n*)	...	108	9,479	88	(*n*)	...	3,05,326	92	3,05,326	...
	Native States Lines.												
8th Nov., 1890	Jodhpore . . .	124	6,515	53	124	5,600	45	1,99,702	53	2,13,114	56	13,412	...
8th ditto .	Bhávnagar-Gondal-Junágarh-Porbandar	329	20,015	61	334	22,544	68	7,55,052	90	9,18,038	90	1,62,986	...
8th ditto .	Morvi	68	2,892	43	94	5,781	62	1,13,294	54	1,80,700	62	67,406	...
	TOTAL .	521	29,422	56	552	33,925	61	10,68,048	75	13,11,852	77	2,43,804	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 26th October, 1889.
(*d*) Total receipts from 1st April to 25th October, 1890.
(*e*) Includes the Ásansol-Goilkera section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon and Amráoti State Railways.
(*m*) Total receipts from 5th May to 1st November, 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

CALCUTTA,
The 27th November, 1890.

F. B. HEBBERT,
Offg. Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, November 17th, 1890.

Very quiet weather of the normal anticyclonic character has prevailed throughout the Indian region during the week under review. The barometer has been subject to considerable changes, rising and falling by largish amounts during the week, but the general distribution of pressure has been unaffected, readings remaining steadily high and fairly uniform over North-Western and Central India, and low over the south-west and south-east of the Peninsula and the south of the Bay. There has at the same time been a secondary high pressure area over the Upper Assam Valley. The winds have blown from the directions always associated with anticyclonic conditions. They have been north-westerly and westerly down the Gangetic plain, easterly and north-easterly over the central parts of the country, easterly across the West Coast, and northerly over the Bay area. The force has been light or moderate almost everywhere. The mean temperature of the whole of India has again been below the normal during the week, but the variations from the average have been smaller than during preceding weeks, and in some parts of the country there has been a fairly steady excess. The rainfall has been very light, and in the Carnatic the weather has been much finer than is ordinarily the case. Thus at Madras where the autumnal rains should be falling, the normal fall of the week under review is 4 inches, while the actual fall during the present week was only 0·01 inch. In Northern and Central India the weather has been very fine.

The chart of the 11th showed a large area of high and relatively uniform pressure overlying North-Western and Central India, a small area of relatively high pressure overlying the Upper Assam Valley, and relatively low pressures overlying the west and south-east of the Peninsula and the south of the Bay. Gradients were moderate over the head of the Peninsula on the western side. Numerous calms were reported from North-Western India, but there was a fairly general westerly current down the Gangetic plain, an easterly current on the West coast, and a northerly current over the Bay area. Showers of rain fell, chiefly in thunderstorms, in different parts of the Peninsula, but the whole of Northern and Central India was without rain. On the following day the barometer was falling over North-Eastern India and the central parts of the country, but this change did not affect the general distribution. The winds also were unaltered in direction and force. Light showers were reported from Lower Burma, and thunderstorms had again given scattered rain to the Indian Peninsula. On the 13th the barometer was falling except in the Deccan, but the general conditions were still unchanged. Calms were reported from most of the central stations of India and of the Peninsula, and normal winds from the coast districts. Slight scattered rainfall was again reported from the south of the Peninsula, and a few drops of rain from Tounghoo. On the 14th the barometer was rising everywhere. The increase was greatest in the North-West, so that the barometric difference between the north and south had increased, but otherwise there was no change. The winds were unaltered. Rain had fallen at Sibsagar, in Lower Burma, and in the extreme south of the Indian region. At Trevandrum and Calicut the amount exceeded one inch. On the 15th the barometer was falling except in the extreme south, and the increase in the barometric difference between Northern and Southern India noticed on the preceding day had disappeared. The wind directions continued unchanged. The only rainfall was at Sibsagar, Colombo, and Trevandrum. The chart of the 16th showed that pressure was still rising generally, and that readings were very uniform. Calms and light variable airs prevailed over the greater part of Northern and Central India. Colombo was the only place reporting any rain. On the 17th the barometer was still rising and the distribution of pressure was unaltered. Rain was reported from Quetta and from Madras, Trevandrum, and Colombo.

Temperature.—As mentioned above, the mean temperature of the whole of India has been below the normal average on every day of the week. The variation has, however, been small on most days, and on two occasions was less than 1°. The coolest day was the 16th, the warmest the 13th. In Bengal, the North-Western Provinces, and the Punjab the mean temperature was below the normal throughout; in Guzerat and Central India there were five days, in Sind, Rajputana, and the Central Provinces three days, in Madras and Burma two days, and in Bombay only one day on which the mean temperature was less than usual. Frost was reported from Baluchistan from the 11th to the 16th, and Rawalpindi reported the weather as frosty on the 14th. Throughout the greater part of the week the night temperatures have been below, and the day temperatures above, the normal, but quite at the close of the week the observations showed a rapid rise of the minimum temperatures, more particularly at Quetta.

The following table shows the variations in the mean temperature according to the Provinces for the present and for the past week:—

Provinces.	Variation of Temperature from normal for past week.	Variation of Temperature from normal for present week.
	°	°
Burma	—0·9	+0·2
Bengal	—1·1	—1·2
North-Western Provinces	—1·8	—1·3
Punjab	—2·9	—1·7
Bombay	+1·3	+0·5
Central Provinces	+1·6	0
Guzerat and Central India	+0·7	+0·1
Sind and Rajputana	—1·3	+0·4
Madras	+0·3	+0·6

According to this table the changes in the variation from the normal, between the past and the present weeks, have been somewhat irregular.

Rainfall.—The rainfall table at the close of the summary shows that the fall of rain throughout almost the whole of India has been very slight and below the normal average of the week. Over a large part of the country no rain whatever fell during the week. This rainless track included the following regions, Arrakan, East, North, Central, and West Bengal, the whole of the North-Western Provinces and the Punjab, North Bombay, and the whole of Rajputana and Central India. Of the 27 Divisions within which no rain was received, in eight no rain is expected during the week under review, in seventeen the average amount received is less than one-tenth of an inch, and in one is less than one-ninth of an inch. Hence it is only in Arrakan that, within the rainless track, the fall was short by any considerable amount. The region over which rain fell included Burma (except Arrakan), Assam, Orissa, the Central Provinces (except the west), and the whole of the Peninsula. In all, 24 Divisions received rain. Of these, seven, viz., Assam (Bramaputra) Orissa, the Bombay, Deccan, Berar, the Central Provinces (east), the East coast (north), and Madras (south) had more, and the remainder less, than the normal amount.

The greatest excess was in Madras (south); the greatest deficiency was in the Carnatic and Burma. The Carnatic rainfall failed almost entirely, from one-half to one-quarter only of the average rainfall having been received.

The final column of the table shows a considerable deficiency of rain in Tenasserim, Chota Nagpur, the greater part of the North-Western Provinces, the central district of the Punjab, Guzerat, Kattiawar, and Rajputana.

The record of heavy falls shows few amounts of any importance. In Burma the largest total recorded was $\frac{3}{4}$ inch at Pyinmana, and in Assam 1·1 inch at Munguldai (Tezpur). In the Peninsula the falls were rather heavier, thus: Agastuswarom (Travancore) received $3\frac{3}{4}$ inches; Coonoor (Nilgiris) 2·4 inches; Mudebihar (Bijapur) $3\frac{3}{4}$ inches, Sompet (Ganjam) $2\frac{3}{4}$ inches; Ramnad (Madura) $2\frac{1}{4}$ inches; Ambasamudean (Tinnevelly) $3\frac{3}{4}$. In the central parts of the country the only large fall was $2\frac{1}{4}$ inches at Pusad (Basim, Berar).

Province.	Division.	Rainfall data for week ending November 17th, 1890.			Rainfall data from October 4th to November 17th, 1890.		
		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 14th to November 17th.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·09	0·24	—0·15	1·91	4·64	— 59
	Lower Burma	0·08	1·07	—0·99	5·15	5·32	— 3
	Central do.	0·02	0·58	—0·56	4·49	3·71	+ 21
	Upper do.	0·06	?	?	3·20	?	?
	Arrakan	0	1·04	—1·04	5·81	5·35	+ 9
Bengal and Assam	Eastern Bengal	0	0·12	—0·12	3·80	3·28	+ 16
	Assam (Surma)	0·01	0·09	—0·08	2·59	3·47	— 25
	Do. (Bramaputra)	0·38	0·13	+0·25	3·45	2·02	+ 71
	Deltaic Bengal	0	0·01	—0·01	5·88	2·79	+111
	Central do.	0	0	0	4·84	2·45	+ 98
	North do.	0	0·03	—0·03	10·77	2·37	+354
	Orissa	0·00	0·05	+0·01	4·81	4·58	+ 5
	Chota Nagpur	0	0	0	0·85	1·57	— 46
	Behar (South)	0	0	0	1·34	1·40	— 4
	Do. (North)	0	0	0	3·20	1·25	+156
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·02	—0·02	0·35	0·82	— 57
	Oudh (South)	0	0	0	0·07	0·33	— 79
	Do. (North)	0	0	0	0·27	0·11	+145
	North-Western Provinces (Central)	0	0·01	—0·01	0·08	0·36	— 78
	North-Western Provinces (West)	0	0	0	0·01	0·03	— 67
	North-Western Provinces (Sub-montane)	0	0·03	—0·03	0·37	0·28	+ 32
Punjab	Punjab (South)	0	0	0	0·11	0·08	+ 38
	Do. (Central)	0	0·02	—0·02	0·08	0·18	— 55
	Do. (Sub-montane)	0	0·02	—0·02	0·21	0·03	?
	Do. (Hill Districts)	0	0·06	—0·06	0·29	0·37	— 22
	Do. (North-West)	0	0·07	—0·07	0·53	0·34	+ 56
	Do. (West)	0	0·01	—0·01	0·05	0·04	+ 25
Bombay and Malabar Coast Districts (Madras).	Malabar	0·80	1·19	—0·39	8·70	9·14	— 5
	Madras (South Central)	0·26	1·13	—0·87	8·45	8·74	— 3
	Coorg	0·15	0·61	—0·46	6·98	7·05	— 9
	Mysore	0·19	0·41	—0·22	7·18	4·07	+ 76
	Konkan	0·07	0·10	—0·03	1·84	1·84	0
	Bombay—Deccan	0·24	0·15	+0·09	4·23	2·91	+ 45
	Hyderabad (North)						
	Khandeish	0·01	0·10	—0·09	1·89	2·34	— 19
Central Provinces and Berar.	Berar	0·12	0·08	+0·04	1·60	1·77	— 10
	Central Provinces (West)	0	0·05	—0·05	1·95	0·89	+119
	Do. (Central)	0·03	0·09	—0·06	1·66	0·76	+118
	Do. (East)	0·29	0·05	+0·24	1·13	1·00	+ 13
Bombay (North)	Guzerat	0	0·03	—0·03	0·04	0·41	— 90
	Kattiawar	0	0·05	—0·05	0	0·22	—100
	Sind	0	0·02	—0·02	0·11	0·05	+120
Rajputana and Central India.	Central India (East)	0	0·02	—0·02	0·03	0·46	— 93
	Rajputana (East), Central India (West)	0	0·02	—0·02	0·51	0·27	+ 89
	Rajputana (West)	0	0·01	—0·01	0	0·10	—100
Madras	East Coast (North)	0·44	0·24	+0·20	7·08	6·11	+ 16
	Do. (North) A	0·05	?	?	4·20	?	?
	Hyderabad (South)	0·04	0·08	—0·04	2·07	1·80	+ 15
	Madras (Central)	0·15	0·26	—0·11	4·41	3·49	+ 26
	East Coast (Central)	0·60	1·47	—0·87	7·70	9·82	— 22
	Do. (South)	0·28	1·61	—1·33	8·66	10·21	— 15
	Madras (South)	1·29	0·79	+0·50	10·01	9·08	+ 10

W. L. DALLAS,

SIMLA, *dated 20th November, 1890.* *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 November.*—Rainfall general, good in Vizagapatam, Kistna, Tanjore, Madura, Tinnevelly, and Malabar, and slight elsewhere. Standing crops generally good. Rice crop withered in several parts of Malabar. Want of rain felt also in parts of Cuddapah, Chingleput, and Tinnevelly. Paddy affected by disease in parts of Godavari. Locusts appeared in parts of Cuddapah, Bellary, North Arcot, and Ganjam, but caused no damage in the first two districts. Outturn of grains generally middling to average. Prices of *cholum* rising; other grains falling.

Bombay.—*For week ending 19th November.*—Rain moderate and sufficient in the Karnatic; slight in Khandeish and Nasik. Standing crops generally good, except where injured by locusts or other causes in a few talukas of seven districts.

Bengal.—*For the week ending 18th November.*—A few light showers fell in Orissa in the beginning of the week. Cold weather has set in, and the rains are practically over. Winter rice is generally in excellent condition except in the flooded tracts as previously reported. The crop is in ear and maturing, and harvesting has begun on high lands. *Rabi* crops are being sown; the earlier sowings are doing well. Poppy cultivation in Behar is proceeding satisfactorily. Tobacco and potatoes are being planted and are generally reported to be promising crops. Sugarcane is also a good crop. Slight damage has been caused to the crops in Dinagepore, Bogra, and Maldah by locusts. Agricultural loans are still being given to the sufferers from the late floods in Jessore. Prices are generally steady, but those of common rice in some districts are reported to have fallen slightly during the week.

North-Western Provinces and Oudh.—*For week ending 19th November.*—Clear and seasonable weather continues. *Rabi* crops are in good condition. Supplies are sufficient, and prices have fallen slightly in a few districts.

Punjab.—*For week ending 19th November.*—No rain. Prices unsettled in Delhi; rising in Rawal Pindi, Shahpur, Dera Ismail Khan and Peshawar; stationary elsewhere. Harvesting of *kharif* crops nearly over. *Rabi* sowings in progress. Rain much wanted in Hissar, Ferozepur and Lahore. Prospects of *rabi* crops are generally reported fair. *Kharif* crop inferior for want of rain in Ferozepur. Fodder sufficient in all districts except in parts of Mooltan. Poppy sowings commenced in Shahpur.

Central Provinces.—*For week ending 19th November.*—Weather clear and cool. The young wheat and linseed crops are doing well. Autumn crops are being harvested and giving good outturns. Cotton-pickings commenced in Khandwa and Nagpur. Prices steady.

Burma.—*For the week ending 15th November.*—The crop prospect is reported to be good in all districts except Mandalay, where the area cultivated will be very small; in Yeu an eight-anna crop is expected; in Katha, Ruby Mines district, Minbu, and parts of Tharrawaddy the crop is reported fair; in Meiktila the crop is fair in parts of the district. The report of destruction by caterpillars in Akyab is contradicted, but paddy has been injured by insects in Pakokku. More rain is required in Pakokku, Minbu, and Yamethin. Reaping of paddy has commenced in Prome, Thayetmyo, Yamethin, and Pyinmana, and is progressing in Akyab, Kyaukpyu, Sandoway, Pegu, Tharrawaddy, Ruby Mines district, and Yeu. In Sagaing picking of cotton is going on. Ploughing and transplanting are progressing in Mandalay, and wheat cultivation in Katha. In Bhamo

sowing for dry weather crop has commenced. The price of paddy has risen in Henzada, and fallen in Rangoon, Tharrawaddy, Thongwa, Sagaing, and Magwe.

Assam.—*For week ending 19th November.*—Weather seasonable. Prospects of rice crop good. Sowing of mustard continues.

Mysore and Coorg.—*For week ending 19th November.*—In Mysore slight rain. Crops and prospects good. *Ragi* harvest in parts of Bangalore district. Outturn favourable. Prices slightly fallen in the Bangalore district. Slight rain in Coorg.

Berar and Hyderabad.—In Berar there was very little rain. Weather cold. Cotton-picking continues. Standing *kharif* and *rabi* crops in good condition. Fodder sufficient. Prices almost stationary.

Rainfall slight. Harvesting of *abi* and *kharif* crops continues. Rainfall of week somewhat injurious to *abi*, but beneficial to *rabi* crops. Prices:—wheat $12\frac{1}{4}$, coarse rice $11\frac{1}{2}$, white juar 18, yellow juar 19, and tur $18\frac{3}{4}$ seers per current sicca rupee.

Central India.—*For week ending 19th November.*—Condition of standing crops in Isagarh district of Gwalior reported indifferent. No other changes of importance since last week.

Rajputana.—*For week ending 19th November.*—Agricultural operations and standing crops generally satisfactory. Harvests indifferent at Bikanir, Kishengurh, Ajmere, and Harowti. Pasturage or fodder sufficient except at Meywar, Marwar, and Ajmere where it is scarce. Price steady generally, and fluctuating at places.

Nepal.—*For week ending 13th November.*—No rain. Weather clear. *Kôdô* is being harvested. Outturn good.

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 November.*—No rainfall in twelve districts; rain very slight in Vizagapatam, Kurnool, Chingleput, and six southern districts. Standing crops generally good. Rice crop withered in parts of Malabar, Nellore, and Cuddapah, and dry crops in parts of Chingleput, South Arcot, and Tinnevelly withering. Want of rain felt in these districts, and in Salem and South Canara. Cotton crop diseased in Bellary, and white *cholum* in Kurnool. Dry crops affected by insects in Coimbatore, and coffee by leaf disease in the Nilgiris. Locusts appeared in parts of Cuddapah, Bellary, Anantapur, and North Arcot, but caused no great damage. Outturn of grains middling to average. Prices:—Rice and *ragi* falling; other grains stationary. General prospects fair.

Bombay.—*For week ending 26th November.*—Reaping of early and sowing of late crops progressing. Standing crops withering in parts of two, and damaged by locusts or other insects in parts of three districts; otherwise good.

Bengal.—*For week ending 25th November.*—No rain during the week. Weather dry and gradually becoming cold. Agricultural prospects are very favourable all over the province. Winter rice has begun to be harvested, and promises, with the exception of the flooded areas, to yield a good average, and in some districts more than an average outturn. *Rabi* crops are still being sown,

and the earlier sowings are doing well. In Behar poppy is promising, and the sowings are nearly finished. The tobacco, sugarcane, and ganja crops are reported to be good. A flight of locusts passed over a portion of Bankoora, 24-Pergunnahs, and Furreedpore, destroying to some extent the young *rabi* plants in the first two districts. The extent of damage in Furreedpore has not yet been ascertained. Price of rice is falling in some districts. In Jessore agricultural loans are still being given to the sufferers from the recent floods.

North-Western Provinces and Oudh.—*For week ending 26th November.*—Weather seasonable. Rain needed in the Banda district. *Rabi* crops flourishing. Supplies ample, and prices generally steady.

Punjab.—*For week ending 26th November.*—Slight rain has fallen in Amritsar, Dera Ismail Khan, and Peshawar. The weather is cloudy, and is raining in Lahore. Prices unsettled in Delhi; rising in Shahpur and Dera Ismail Khan; stationary elsewhere. Harvesting of *kharif* crops nearly over. *Rabi* sowings in progress. Rain much wanted in Hissar, Jullundur, Lahore, and Shahpur. Prospects of standing crops are generally reported good so far. Sugarcane-pressing commenced. Fodder sufficient in all districts except in parts of Mooltan.

Burma.—*For week ending 22nd November.*—Reaping of paddy has commenced in Prome, Henzada, Thayetmyo, Shwegyin, and Kyaukse, and continues in Akyab, Sandoway, Tharrawaddy, Ruby Mines, Yeu, Yamethin, and Pyinmana. In Kyaukpyu reaping of crops on hill clearings is nearly finished. In Mandalay ploughing and transplanting are going on, while dry weather cultivation in Bhamo and wheat cultivation in Katha are progressing. In Sagaing cotton is being plucked early. Paddy is reaped in parts of Pakokku, and ploughing and sowing of gram and peas has commenced in Meiktila. Crop prospects are generally good, and have improved in Northern Tharrawaddy. In Mandalay the area cultivated will be very small, and in parts of Katha and Pakokku and in Shwebo the crop is expected to be below the average. In Meiktila, except paddy, crops are fair. Rain is wanted in Pakokku and parts of Minbu. The price of paddy has risen in Rangoon and Magwe, and fallen in Tharrawaddy, Bassein, Thayetmyo, Mandalay, Ruby Mines district, Kyaukse, and Meiktila.

Central Provinces.—*For week ending 26th November.*—Weather clear and cool. Condition of the winter crops remains unaltered. Cotton-picking commenced in Jabalpur, and continues in Nagpur. Prices steady, except in Raipur where they are rising.

Assam.—*For week ending 27th November.*—Weather seasonable. *Sali* being reaped, and mustard being sown.

Mysore and Coorg.—*For week ending 26th November.*—In Mysore standing crops in good condition. Harvesting operations in progress. Prospects generally favourable. Prices fallen in the Bangalore district.

No rain in Coorg during the week.

Berar and Hyderabad.—*For week ending 26th November.*—Weather cold. Standing *kharif* and *rabi* crops in good condition. Harvesting of rice, *urud*, and *til* in progress. Cotton-picking continues. Fodder sufficient. Slight fall in prices in Buldana and Amraoti districts.

No rain in Hyderabad during the week. Harvesting of *kharif* and sowing of *rabi* crops concluded. Reaping of *abi* crops continues. Prices stationary.

Central India.—*For week ending 26th November.*—Slight winter showers in the Bhopawar Agency during the week, where prices of food-grains have fallen slightly. No other material changes since the last report.

Rajputana.—*For week ending 26th November.*—Agricultural operations and standing crops generally satisfactory. Harvests indifferent at Marwar, Harowtee, and Bikaneer. Fodder scarce at Marwar, Meywar, Ajmere, and Kishengurh; sufficient elsewhere. Prices steady generally.

Nepal.—No rain. Weather cold and partially cloudy. Land is being prepared for wheat sowing.

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

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REVISED ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF AUGUST, 1890.

No. 1.—As to Age and Sex.

	Surinam.				Demerara.				Trinidad.				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.	Grand Total.
Under 2 years .	12	17	29	39·34 women per every 100 men.	13	17	30	51·25 women per every 100 men.	18	20	38	38·53 women per every 100 men.	43	54	97
From 2 to 10 years .	28	27	55		27	35	62		77	67	144		132	129	261
„ 10 to 20 „ .	57	23	80		69	50	119		158	75	233		284	148	432
„ 20 to 30 „ .	261	105	366		189	85	274		338	128	466		788	318	1,106
„ 30 to 40 „ .	69	24	93		60	28	88		144	44	188		273	96	369
„ 40 to 50 „ .	7	3	10		...	...	...		1	...	1		8	3	11
Above 50 years .	...	...	...		...	...	...		...	...	...		...	...	...
Grand Total .	434	199	633	...	358	215	573	...	736	334	1,070	...	1,528	748	2,276

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

Orissa . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western Bengal .	1	...	1	...	...	...	...	...	10	4	14	...	11	4	15
Central „ .	1	...	1	...	...	...	...	...	1	...	1	...	2	...	2
Eastern „ .	1	...	1	...	...	...	...	...	4	1	5	...	5	1	6
Behar . . .	159	74	233	...	38	26	64	...	120	52	172	...	317	152	469
North-Western Provinces . . .	220	106	326	...	228	132	360	...	450	219	669	...	898	457	1,355
Oudh . . .	44	16	60	...	87	56	143	...	139	56	195	...	270	128	398
Central India . .	...	...	...	...	...	...	...	...	3	2	5	...	3	2	5
Punjab . . .	1	...	1	...	...	...	...	...	5	...	5	...	6	...	6
Nepal and Native States . .	7	3	10	...	4	...	4	...	4	...	4	..	15	3	18
Mixed Bombay and Madras . .	...	...	..	...	1	1	2	...	...	...	...	...	1	1	2
Grand Total .	434	199	633	...	358	215	573	...	736	334	1,070	...	1,528	748	2,276

No. 3.—As to Caste and Religion.

Brahmins and high castes .	66	23	89	...	21	14	35	...	82	35	117	...	169	72	241
Agriculturists . .	130	61	191	...	122	70	192	...	198	89	287	..	450	220	670
Artisans . .	21	10	31	...	16	7	23	...	44	19	63	...	81	36	117
Low castes . .	149	66	215	...	145	85	230	...	302	137	439	...	596	288	884
Musulmans . .	66	39	105	...	44	34	78	...	103	50	153	...	213	123	336
Christians . .	2		2	...	10	5	15	...	7	4	11	...	19	9	28
Grand Total .	434	199	633	...	358	215	573	...	736	334	1,070	...	1,528	748	2,276

MEMORANDUM.	Male.	Female.	Total.
1. Hindus . . .	1,296	616	1,912
2. Musulmans . .	213	123	336
3. Christians . .	19	9	28
Total .	1,528	748	2,276

J. W. P. MUIR-MACKENZIE,
Under-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 1890.

No. 1.—As to Age and Sex.

	Demerara.				Trinidad.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Under 2 years . . .	9	17	26	39·11 women per every 100 men.	16	6	22	46·86 women per every 100 men.	25	23	48
From 2 to 10 years . .	64	49	113		43	49	92		107	98	205
„ 10 to 20 „ . .	142	46	188		102	38	140		244	84	328
„ 20 to 30 „ . .	409	154	563		192	88	280		601	242	843
„ 30 to 40 „ . .	123	63	186		73	45	118		196	108	304
„ 40 to 50 „ . .	1	1	2		...	1	1		1	2	3
Above 50 years . . .	...	...	...		...	...	...		...	...	...
Grand Total .	748	330	1,078	...	426	227	653	...	1,174	557	1,731

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

Orissa	...	...	...	...	...	...	...	...	...	...	...
Western Bengal . .	...	...	...	...	...	...	...	...	...	...	...
Central „ . .	...	...	...	...	...	...	...	...	...	...	...
Eastern „ . .	...	...	...	...	...	...	...	...	...	...	...
Behar . . .	46	26	72	...	38	23	61	...	84	49	133
North-Western Provinces .	492	221	713	...	296	148	444	...	788	369	1,157
Oudh	193	76	269	...	91	56	147	...	284	132	416
Central India . . .	...	...	...	...	...	...	...	...	...	...	...
Punjab	1	...	1	...	1	...	1	...	2	...	2
Nepal and Native States .	16	5	21	...	...	...	...	...	16	5	21
Mixed Bombay and Madras	...	2	2	...	...	...	...	...	...	2	2
Grand Total .	748	330	1,078	...	426	227	653	...	1,174	557	1,731

No. 3.—As to Caste and Religion.

Brahmins and high castes .	65	27	92	...	40	18	58	...	105	45	150
Agriculturists . . .	202	91	293	...	128	65	193	...	330	156	486
Artisans	42	16	58	...	26	13	39	...	68	29	97
Low castes . . .	329	138	467	...	173	93	266	...	502	231	733
Musulmans . . .	110	58	168	...	59	38	97	...	169	96	265
Christians . . .	...	...	...	...	...	...	...	...	...	...	...
Grand Total .	748	330	1,078	...	426	227	653	...	1,174	557	1,731

MEMORANDUM.	Male.	Female.	Total.
1. Hindus . . .	1,005	461	1,466
2. Musulmans . .	169	96	265
3 Christians . .	...	...	...
Total .	1,174	557	1,731

J. W. P. MUIR-MACKENZIE,
Under-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.

No. 49.] CALCUTTA, SATURDAY, DECEMBER 6, 1890.

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 Summary for October 1890.

The month of October ordinarily witnesses the completion of the withdrawal of the south-west monsoon current from Northern India which is commenced in the previous month. Under normal conditions moist monsoon winds continue to be felt in Bengal, &c., at the beginning of October; but about the middle of the month the dry winds from north-west and north-east, which have already commenced in Upper India and in Assam, spread over Bengal and the head of the Bay, and cause the south-west monsoon current to curve first to west and subsequently to south-west over the centre of the Bay. This current thus reaches the Coromandel coast as a north-easterly wind after a long journey over the Bay. During this journey its already large stock of moisture has been augmented by evaporation from the Bay, and hence arises the very heavy rain which usually accompanies its first appearance on the Madras coast. At the same time both in Upper India and in Assam pressure after oscillating considerably settles down into its normal cold-weather distribution, and large areas of high readings are established in those two regions. The recurving of the south-west monsoon over the Bay, the establishment of high pressure areas in North-West and North-East India, and the extension of dry north-west and north-east winds are accompanied with considerable change of weather: in the first place, cold-weather conditions extend quickly over the whole of Northern and Central India; in the second, the low-pressure area over the Bay is transferred southward, and consequently the area of probable disturbance is moved southward, and the probable direction of motion of cyclones is changed from west-north-west across the Orissa coast to west across the Peninsula; in the third, the Carnatic becomes the seat of heavy continued rain.

The western side of the Peninsula experiences perhaps less change of weather than other parts of the Indian region. The wind there remains westerly, and the most marked feature is the steady falling off in the rainfall.

During the month under review a marked feature of the distribution of pressure has been the absence of the normal high pressure over Northern India.

Both in parts of the Punjab and over nearly the whole of Bengal and Assam the barometer has been lower than usual. Consequently the outset of north-westerly and north-easterly winds has been weaker than is ordinarily the case, and the low-pressure area over the Bay has hence not been removed so far south as in normal years. During the period from the third to the twentieth this character of the distribution was strongly marked, and hence during this time the area of lowest pressure lay over the north or centre (not the south) of the Bay, and a depression, which formed over the Bay on the 9th and 10th, travelled northward towards Orissa instead of westward across the Peninsula. The winds which accompanied this distribution were of course equally anomalous. Instead of north-easterly and northerly winds on the Coromandel coast the direction was northerly and north-westerly, so that the winds coming from a dry region instead of from the Bay, the weather in Madras was dry and hot, and the autumnal rains largely failed. At Vizagapatam there was no instance of a north-easterly wind till the 28th; at Coconada only three instances before the 25th; at Masulipatam only two instances before the 25th; at Nellore no instance till the 28th, and at Madras only one instance before the 24th, yet the normal direction for the whole month at Vizagapatam is east-south-east; at Masulipatam is north-east by north; and at Madras nearly north-east. Between the 19th and 22nd a very sudden change occurred. On the former date pressure was low all over the north-western parts of the Indian region, and moist south-easterly and easterly winds prevailed with slightly clouded weather. On the following day (20th) the barometer rose everywhere, most in the Punjab where the wind shifted to north-east with showers, and an area of high pressure appeared to the north-west of Peshawar. This rise continued during the 21st and partially during the 22nd by which date the ordinary cold-weather distribution of pressure and circulation of the winds had been completely, though very suddenly, established. This rapid rise of pressure, though by no means so largely felt in North-Eastern India as in the North-West and centre, yet considerably changed the distribution of pressure over the Bay area and the Peninsula. The low-pressure area was transferred southward, the normal eastering in the wind over the Peninsula appeared, and rain became more general.

Barometric depressions of the month.—The month was a very quiet one as regards storms. The large low-pressure area overlying the greater part of the Bay, which is the most prominent feature of the normal distribution of October, was present throughout the month, but only on one occasion did this low-pressure area develop into a cyclonic storm of any intensity.

Depression of the 11th to 13th October.—On the 9th and 10th the chart showed that the low-pressure area over the Bay was contracting and becoming better defined, while at the same time the cyclonic circulation of the wind around the Bay area became more distinct. On the morning of the 11th the chart showed a well-defined depression off the coast between Vizagapatam and Masulipatam, the abnormal depression of the barometer at those two stations being 0·21″ and 0·16″ respectively. Strong cyclonic winds were blowing on the Circars coast, with heavy rain. By the 12th the depression had moved somewhat northward, and the centre lay between Vizagapatam and Gopalpore. The disturbance was apparently slowly filling up as the barometric anomaly was smaller. The winds continued strong and cyclonic, and the rainfall was heavier than it was on the 11th. The chart of the 13th showed that the storm had continued to move northward still hugging the coast, and that the centre was near Gopalpore. The storm had become smaller, and was close to the land. Heavy rain continued to fall on its northern side, but the wind was not more than fresh in force. The storm practically broke up after this day, though very strong winds were experienced on the Hooghly on the next two days.

Shallow barometric disturbance of October 22nd to 24th.—A shallow disturbance, which was apparently formed over the centre of the Bay and subsequently travelled northward, entered Lower Bengal in the afternoon of the 22nd. The centre lay to the south of Dacca on the 23rd, and to the north of that station on the 24th, after which the disturbance broke up. Heavy rain accompanied the depression, but the wind was at no time very strong.

Small depression of the 27th to 29th October.—A very small depression passed across the extreme south of the Peninsula between the above dates.

The centre lay over the Gulf of Manaar on the 27th; between Madura, Cochin, and Trivandrum on the 28th, and off the Malabar coast on the 29th. The rain accompanying the storm was heavy and widespread, but the winds were not strong.

Pressure.—The variations of pressure from the normal have been generally small. A slight deficiency was reported from Rawalpindi from the Bay area, and from Bengal, and an excess elsewhere. The excess was greatest over Khandeish and the North Konkan, and the deficiency greatest over the North Circars and Orissa.

The following table gives the barometric anomalies or local pressure variations in different parts of the country for October:—

	Barometric anomaly. inches.
Burma	— ·001″
Bengal	— ·009
Assam	— ·002
Behar and Chota Nagpur	— ·012
North-Western Provinces	+ ·005
Punjab	— ·001
Sind and Rajputana	+ ·001
Central India	+ ·008
Central Provinces	+ ·007
Bombay	+ ·014
Madras	— ·009

During most of the earlier portion of the month, pressure was generally below the normal, but between the 20th and 22nd a rapid rise set in, and the excess during the last eleven days largely counterbalanced the deficiency of the early part of the month.

Temperature.—The mean temperature of the month has been generally below the normal average. Over a band of country running south-east from the south of the Punjab and Upper Sind across Guzerat, Khandeish, Berar, and the Deccan to the Carnatic there was a slight excess of temperature, but in all other parts of the Indian region there was a deficiency which was greatest in North Bengal and Bundelkhand. The first two weeks of the month were generally warmer than usual, but in the last two there was a considerable deficiency.

The variations of the mean temperature from the normal from week to week and for the whole month for different districts are shown in the following table:—

Province.	Difference of mean temperature from normal for week ending October				Difference of mean temperature from the normal for the month.
	6th.	13th.	20th.	27th.	
Burma	+1·4	—1·2	—1·5	—0·9	—0·7
Bengal	—0·6	—0·2	—2·9	—1·0	—1·1
North-Western Provinces	—1·0	+1·3	—1·6	—2·1	—0·9
Punjab	+1·2	+1·7	—0·6	—2·9	—0·6
Bombay	+0·6	+0·2	—0·1	—0·5	—0·1
Central Provinces and Berar	—0·5	+0·6	—0·1	—1·1	—0·5
Guzerat and Central India	+0·1	+1·3	—0·3	—3·0	—0·9
Sind and Rajputana	+1·3	+1·6	+0·6	—1·7	—0·2
Madras	—0·1	—0·7	+0·7	+1·0	+0·3

The variations of the mean readings of the maximum and minimum thermometers showed a distribution very similar to that exhibited by the mean temperature. The greatest depression of the day temperatures was in Bengal, and the greatest excess over the Peninsula.

Rainfall.—Rain fell in all the divisions of India except Sind and Cutch where there was none throughout. In the Punjab West, Northern Bengal, Assam, Lower Bengal, Chota Nagpur, and Ceylon there was an excess; in all the other divisions a deficiency. The total rainfall of the three divisions including Northern Bengal, Assam, and Lower Bengal, and Chota Nagpur, when compared with the normal fall expressed as a percentage, gives 247%, 142%, and 166%, respectively. A large part of this fall was due to the influence of the first two barometric depressions noticed in a preceding section. During the continuance of the first

storm, *viz.*, that of the 11th to 13th October, the following heavy falls of rain were reported during the week ending the 13th :—

Burma—Pegu	Kyouktan		10½ inches.
Bengal—Noakhally	Sudder		5 ,,
Backerganj	Patuakhali		5½ ,,
Midnapur	Contai		4¾ ,,
Orissa—Puri	Sudder		8¾ ,,
Balasore	,,		5 ,,
Circars—Ganjam	Sompet		10½ ,,
Vizagapatam	Bimlipatam		10 ,,
Godavery	Coringa		12 ,,

During the unsettled weather which preceded and accompanied the storm of the 22nd to 24th, very large falls of rain were reported from Bengal, the following having been measured during the week ending 20th :—

Meherpur	11 inches.
Bogra	11 ,,
Dinagepore	12½ ,,
Rungpur (Gaivanda)	18¾ ,,
Cooch Behar (Dinhatta)	16¼ ,,
Jalpaiguri	13 ,,
Darjeeling	10 ,,

Over the region where the rainfall of the month was deficient the amount of the deficiency varied considerably. In Malabar only about ½ of the normal amount fell, in the Konkan ⅓, while, on the contrary, in Mysore, Bellary, the Carnatic, and the Deccan the difference was small. In the central parts of the country including Berar, Khandeish, and the Central Provinces the deficiency was large. In Northern India the differences from the normal varied considerably, thus in Behar and the Trans-Gangetic portions of the North-West Provinces the deficiency was large, while in the Cis-Gangetic portions of the North-West Provinces and the east of the Punjab it was small.

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.	No of stations.	Normal average rainfall in October.	Actual average rainfall in October 1890.	Difference from the average in October 1890.
Punjab, West	8	0·30	1·01	+0·71
,, East	4	0 40	0·20	—0·20
North-Western Provinces, Trans-Gangetic	8	1·35	0 32	—1·03
North-Western Provinces, Cis Gangetic	4	1·01	0·76	—0·25
Behar	2	2·75	0·68	—2·07
North Bengal	6	4 46	11·04	+6·58
Assam—Cachar	3	4·49	6·39	+1·90
Lower Bengal and Chutia Nagpur	10	4·74	7 89	+3·15
Orissa—North Circars	8	7·98	7·33	—0·65
Central Provinces, South	7	2·35	0·42	—1·93
Berar, Khandeish	2	3·29	0·18	—3·11
Rajputana, Central India, Saugor, and Nurbudda	9	1·04	0 22	—0·82
Sind—Cutch	3	0	0	0
Guzerat	3	0·85	0·35	—0·50
Konkan	4	3·81	0·76	—3·05
Deccan—Hyderabad	6	4·14	3·44	—0·70
Malabar	5	9·53	4·84	—4 69
Mysore—Bellary	4	7 63	6·38	—1 25
Carnatic	8	8·63	7·85	—0 78
Burma	8	8·02	7·80	—0·22
Ceylon	1	12·09	12·97	+0·88

SIMLA;
Dated the 25th November 1890.

W. L. DALLAS,
for *Meteorological Reporter 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, November 24th, 1890.

Conditions have been very quiet throughout the greater part of India during the week under review. Pressure has been high all over Northern and Central India, and low over the extreme south of the Indian region, and the variations which have occurred in the amount of barometric difference between these two regions have been almost the only changes in the distribution of pressure. The winds have been equally steady. Scattered rainfall has occurred in the Punjab and the south of the Peninsula, but the amounts were almost always very small, and on one day no rain whatever fell throughout the whole of the Indian region. The weather has been warmer than usual, and a noticeable feature in the temperature returns was the large excess in the night temperatures over North-West India.

On the 18th a large area of high pressure overlay the whole of Northern and Central India, and the centre of the Peninsula. Within this high-pressure area were a few small isolated patches of slightly excessive pressure, but, as a rule, readings were very uniform. The barometer was lowest in the extreme south. Calms and light variable breezes prevailed throughout the high-pressure area noticed above, easterly winds across the west coast of the Peninsula, and northerly winds over the Bay. Heavy rain had fallen at Quetta, and a slight shower at Colombo. On the 19th the barometer was falling over the North-West Provinces, Behar, and the central parts of the country, but was rising elsewhere. These changes had resulted in the disappearance of some of the patches of excessive pressure noticed on the preceding day, but otherwise the distribution was unchanged. The winds were northerly over a considerable portion of the Punjab, Rajputana, Sind, and Kattiawar, but the directions in other parts of the country were unaltered. Showers had fallen on the North-West Himalaya, at some plains stations of the Punjab, at Quetta, Diamond Island, Negapatam, and Colombo. At the last-named station the amount was nearly three inches. On the 20th the barometer was still falling at several central stations, and rising elsewhere. The barometer was as high as 30·172″ at Peshawar and 30·141″ at Sibsagar with a slight low-pressure area over part of the North-West Provinces, Central India, and the Central Provinces. The lowest pressure was in Ceylon. A strongly marked north-easterly current of air prevailed over a large part of India. Slight rain was reported from Ranikhet, Colombo, Saugor, and Sutna. On the following day the barometer was falling in the north-west of India, and rising elsewhere. The slight low pressure area over the central parts of the country had disappeared, and readings decreased slowly and steadily from the north towards the south. The wind directions were unaltered, and there was no rain in any part of the Indian region. On the 22nd the barometer was falling slowly over the Peninsula, and rising elsewhere. Hence the barometric difference between the north and south had increased, but there was no other change in the distribution. Calms prevailed in the north-easterly winds in the Central Provinces and the west of the Peninsula, and northerly winds over the Bay area. Slight rain was reported from Moulmein, Madras, and Cuddalore. On the 23rd, there was a further fall of pressure in the extreme south, and a rise elsewhere: consequently the increase in the amount of barometric difference between the north and south had continued. A very general north-east current of air prevailed, but in Northern India there were numerous calms. Rain had fallen at Peshawar, in the South Carnatic, and at Wellington and Colombo. On the 24th, the barometer was falling everywhere, but the general distribution of pressure and the winds were unchanged. Rain was reported from Quetta, the west of the Punjab, and from several stations in the south of the Peninsula.

Temperature.—The cool period, which has prevailed throughout India for several weeks past, has now given way, and the mean temperature of the whole of India for the past week has shown an excess on each day. The excess was least on the 18th, after which it gradually increased, and reached its maximum on the 23rd. On the 24th there was a slight falling off. The returns for the different provinces show that contrast between the conditions prevailing in Northern and those prevailing in Southern India which has often been noticed. For several weeks past the temperature of Southern India has been generally in excess, and that of Northern India in defect. Now when Northern and Central India exhibit an excess the temperature of Southern India has suddenly fallen below the normal. In Madras every day and in Bombay three days were cooler than usual, while, on the contrary, the central parts of the country, Sind, and Rajputana had every day, and the Punjab and North-Western Provinces six days, warmer than usual.

The following table shows the variations in the mean temperature according to Provinces for the present and for the past week:—

Provinces.	Variation of temperature from normal for past week.	Variation of temperature from normal for present week.
	°	°
Burma	+0·2	+0·5
Bengal	—1·2	—0·3
North-Western Provinces	—1·3	+1·9
Punjab	—1·7	+2·6
Bombay	+0·5	+0·3
Central Provinces	0	+2·7
Guzerat and Central India	+0·1	+2·1
Sind and Rajputana	+0·4	+3·0
Madras	+0·6	—0·8

This shows a rise in all Provinces except Bombay and Madras.

As mentioned above, the minimum temperatures in the North-West have been very remarkable. The first very excessive reading occurred at Quetta on the morning of the 22nd, whence it spread to the Punjab on the 23rd and 24th.

Rainfall—The rainfall of the week calls for little notice. In 14 only of the rainfall divisions did any rain occur during the week, and in only two of these did the total fall exceed one-tenth of an inch. Rain was confined to the following divisions:—Tenasserim, Assam (Surma), the Punjab Divisions (except the Central), Malabar, Madras (South Central), the Central Provinces (Central), Sind, the East coast (Central and South), and Madras (South). The two divisions in which the total rainfall of the week exceeded 0·10" were the north-west of the Punjab and the East Coast (South). The rainfall of the week was short in all divisions of India except Tenasserim and Assam (Surma) where there was a very trifling excess; Sind, where the fall was normal, and Arakan, Central Bengal, and Oudh where no rain is expected and none fell. The seasonal rainfall is deficient over a large part of North-Western India, as well as on some parts of the Coromandel coast.

The returns of maximum falls call for no remark.

Province.	Division.	Rainfall data for week ending November 24th, 1890. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from October 14th to November 24th, 1890. Average actual rainfall of season to date.	Average normal rainfall from October 14th to November 24th, 1890.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·28	0·24	+0·04	2·19	4·88	— 55
	Lower Burma	0	0·36	—0·36	5·15	5·67	— 9
	Central do.	0	0·40	—0·40	4·49	4·10	+ 10
	Upper do.	0	?	?	3·20	?	?
	Arakan	0	0	0	5·81	5·35	+ 9
Bengal and Assam	Eastern Bengal	0	0·23	—0·23	3·80	3·51	+ 8
	Assam (Surma)	0·02	0·01	+0·01	2·60	3·48	— 25
	Do. (Bramaputra)	0	0·21	—0·21	3·45	2·23	+ 55
	Deltaic Bengal	0	0·03	—0·03	5·88	2·81	+109
	Central do.	0	0	0	4·84	2·45	+ 98
	North do.	0	0·01	—0·01	10·77	2·38	+353
	Orissa	0	0·15	—0·15	4·81	4·73	+ 2
	Chota Nagpur	0	0·01	—0·01	0·85	1·57	— 46
	Behar (South)	0	0·01	—0·01	1·34	1·42	— 6
	Do. (North)	0	0·01	—0·01	3·20	1·26	+154
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·06	—0·06	0·35	0·88	— 60
	Oudh (South)	0	0	0	0·07	0·33	— 79
	Do. (North)	0	0	0	0·27	0·11	+145
	North-Western Provinces (Central)	0	0·01	—0·01	0·08	0·38	— 79
	North-Western Provinces (West)	0	0·01	—0·01	0·01	0·05	— 80
	North-Western Provinces (Submontane)	0	0·03	—0·03	0·37	0·31	+ 19
Punjab	Punjab (South)	0·01	0·02	—0·01	0·12	0·10	+ 20
	Do. (Central)	0	0·02	—0·02	0·08	0·20	— 60
	Do. (Submontane)	0·03	0·06	—0·03	0·23	0·09	+156
	Do. (Hill Districts)	0·03	0·08	—0·05	0·31	0·45	— 31
	Do. (North-west)	0·21	0·23	—0·02	0·74	0·57	+ 30
	Do. (West)	0·01	0·11	—0·10	0·06	0·15	— 60
Bombay and Malabar Coast Districts (Madras).	Malabar	0·03	0·46	—0·43	8·72	9·60	— 9
	Madras (South Central)	0·01	0·75	—0·74	8·46	9·49	— 11
	Coorg	0	0·40	—0·40	6·98	8·05	— 13
	Mysore	0	0·37	—0·37	7·18	4·43	+ 62
	Konkan	0	0·07	—0·07	1·84	1·91	— 4
	Bombay Deccan	0	0·20	—0·20	4·23	3·11	+ 36
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·18	—0·18	1·89	2·53	— 25
Central Provinces and Berar.	Berar	0	0·16	—0·16	1·60	1·94	— 18
	Central Provinces (West)	0	0·10	—0·10	1·95	0·99	+ 97
	Do. do. (Central)	0·01	0·09	—0·08	1·67	0·85	+ 96
	Do. do. (East)	0	0·04	—0·04	1·13	1·04	+ 9
Bombay (North)	Guzerat	0	0·04	—0·04	0·04	0·45	— 91
	Kattiawar	0	0·02	—0·02	0	0·24	—100
	Sind	0·02	0·02	0	0·13	0·07	+ 86
Rajputana and Central India.	Central India (East)	0	0·06	—0·06	0·03	0·52	— 94
	Rajputana (East), Central India (West)	0	0·02	—0·02	0·51	0·28	+ 82
	Rajputana (West)	0	0·01	—0·01	0	0·11	—100
Madras	East coast (North)	0	1·01	—1·01	7·07	7·13	— 1
	Do. (A)	0	?	?	4·20	?	?
	Hyderabad (South)	0	0·07	—0·07	2·07	1·87	+ 11
	Madras (Central)	0	0·40	—0·40	4·41	3·88	+ 14
	East coast (Central)	0·08	1·52	—1·44	7·77	11·33	— 31
	Do. (South)	0·22	1·95	—1·73	8·88	12·16	— 27
	Madras (South)	0·10	0·69	—0·59	10·11	9·77	+ 3

SIMLA, *27th November, 1890.*

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 29th November.*—Rainfall *nil* in Northern and Ceded districts, Kurnool and South Canara; good in Tanjore and South Arcot; elsewhere very slight. Standing crops generally good, except in parts of Nellore, Cuddapah, North Arcot, Chingleput, South Arcot, Tinnevelly, and Malabar where they are withering. Coffee affected by leaf-disease in Nilgiris. Want of rain greatly felt in North Arcot, Chingleput, and Tinnevelly. Locusts appeared in parts of the Ceded districts, North Arcot, Nellore, and Chingleput, but very little damage reported. Outturn of grains generally middling to average. Prices rising in 11 districts; falling in nine.

Bombay.—*For week ending 3rd December.*—Rain in three districts of Sind, damaging crops in two. Standing crops withering in parts of two districts; damaged by locusts or other causes in parts of four: otherwise good.

Bengal.—*For week ending 2nd December.*—Fine and cold weather, and no rain during the week. Rice harvest is in progress, and promises to yield an excellent outturn, except in the flooded localities. *Rabi* sowings are nearly completed, and are coming on well. In Behar and Hazareebagh the weather is favourable for the poppy sowings which are germinating freely. Tobacco and potatoes are still being planted, and are promising crops. Sugarcane is coming to maturity, and harvesting has begun in a few districts. Price of rice is reported to be falling in several districts. Agricultural loans are still being given to the distressed people in Jessore.

North-Western Provinces and Oudh.—*For week ending 3rd December.*—Weather getting colder; cloudy in some places. Irrigation of *rabi* going on, and prospects promise well. Poppy-sowing in progress. Supplies sufficient, and prices fairly steady.

Punjab.—*For week ending 3rd December*—Rain has fallen in all districts, except Hissar, Delhi, and Jullundur. Prices unsettled in Delhi, falling in Mooltan, rising in Shahpur, and stationary elsewhere. Harvesting of *kharif* crops over; *rabi* sowings still in progress in most districts. Rain much wanted in Hissar and Jullundur. Prospects of standing crops generally fair and improved by recent rain in some districts. Fodder average sufficient except in parts of Mooltan.

Central Provinces.—*For week ending 3rd December.*—Weather clear and cold. Prospects of winter crops continue good; autumn crops being harvested. Reaping of rice in progress in Bhandara; a fourteen-anna outturn anticipated.

Burma.—*For week ending 29th November.*—Reaping of early paddy has begun in six, and is progressing in eleven districts. In Kyaukpyu reaping on hill clearings is nearly finished. Dry-weather paddy cultivation in Bhamo (Sinkin township), wheat cultivation in Katha and in Sagaing, picking of cotton are progressing. In portions of Meiktila ploughing and sowing of dry-weather paddy and gram continue. Crop prospects are generally good, but in Mandalay the area cultivated is small. In Yamethin an 11-anna crop is expected, while in Meiktila a good outturn is only expected from crops other than paddy. The price of paddy has risen in four, and fallen in six districts.

Assam.—*For week ending 3rd December.*—Weather seasonable-mornings foggy and days bright. *Sali* being reaped.

Mysore and Coorg.—*For week ending 3rd December.*—Crops good in Mysore except in parts of Kolar district, where more rain is wanted. Outturn of harvest generally favourable. Prices slightly fallen in Mysore district.

No rain in Coorg. Prospects unchanged.

Berar and Hyderabad.—*For week ending 3rd December.*—Weather cold in Behar. *Jowari* ripening. Cotton-picking in progress. *Rabi* crop in good condition. Fodder sufficient. Slight fall in prices in Amraoti and Chandur taluks.

No rain during the week in Hyderabad. Harvesting of *abi* crops continues. *Rabi* crops thriving. Prices:—Wheat 12, coarse rice 11¼, white *juar* 18, yellow *juar* 19, and *tur* 16¾ seers per *halli sicca* rupee.

Central India.—*For week ending 3rd December.*—No material changes in condition of crops and weather since last report. Winter rain needed in Bhopawar Agency. Prices of food-grains rising in Bundelkhund, and low in Neemuch.

Rajputana.—*For week ending 3rd December.*—Slight rain in Ajmere. Agricultural operations and standing crops satisfactory generally. Harvests fair. Fodder scarce at Marwar, Meywar, and Harowtee; failing at Ajmere. Prices steady generally; fluctuating in two Agencies.

Nepal.—*For week ending 27th November.*—Very slight rain. Weather cold. Preparation of land for wheat crop continues.

J. W. P. MUIR-MACKENZIE,
for *Secretary to the Government of India.*

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RESULTS OF THE MEASURES ADOPTED FOR THE DESTRUCTION OF WILD ANIMALS AND POISONOUS SNAKES DURING THE YEAR 1889.

No. $\frac{40 \text{ Pub.}}{2374-2356}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Calcutta, the 4th December 1890.

READ—

Home Department Resolution No. $\frac{28}{1579-1595}$, dated 15th July 1887.

Ditto ditto No. $\frac{61}{2635-46}$, dated 22nd November 1887.

Despatch from Her Majesty's Secretary of State for India, No. 5 (Public), dated 9th January 1890.

Home Department Circular to Local Governments and Administrations, No. $\frac{9}{554-563}$, dated 8th March 1890.

Read also the following letters from Local Governments and Administrations, reporting on mortality among human beings and cattle from injuries received from wild animals and venomous snakes, and the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1889:—

From the Government of Madras, No. 430, dated the 12th June 1890, and enclosures.

From the Government of Bombay, No. 3201, dated 12th August 1890, and enclosures.

From the Government of Bengal, No. J $\frac{W}{2}$ 28, dated 16th September 1890, and enclosures.

From the Government of the North-Western Provinces and Oudh, No. $\frac{1336}{111-201-214}$, dated 8th September 1890, and enclosures.

From the Government of the Punjab, No. 542, dated 28th April 1890, and enclosures.

From the Chief Commissioner, Central Provinces, No. $\frac{2335}{145}$, dated 22nd April 1890, and enclosures.

From the Chief Commissioner of Burma, No. 223—107 N., dated 11th April 1890, and enclosures.

From the Chief Commissioner of Assam, No. 2970 G., dated 30th April 1890, and enclosures.

From the Chief Commissioner of Coorg, No. 543—4555, dated 19th April 1890, and enclosures.

From the Resident at Hyderabad, No. 229 G., dated 19th July 1890, and enclosures.

From the Chief Commissioner of Ajmere-Merwara, No. 141, dated 8th February 1890, and enclosure.

From the Resident in Mysore, No. $\frac{169}{236}$, dated 22nd January 1890, and enclosure.

RESOLUTION.

WITH the object of reducing the bulk and number of the annual reports which are submitted to the Government of India, it was decided in Home Department Resolution No. $\frac{28}{1579-95}$, dated the 15th July 1887, that, among others, the report regarding the destruction of wild animals and venomous snakes should be submitted triennially, and that in the intermediate years it would be sufficient to send statistics with brief notes. In consequence of this decision the Government of India issued no general Resolutions on the statistics for the years 1887 and 1888 recording the mortality from wild animals and snakes, but merely published them for general information. But recently, in view of the great mortality from snake-bite, the Secretary of State has expressed a wish that the annual reviews of the Government of India should be continued, and has inquired whether, in the opinion of the Governor General in Council, any further measures can be taken to lessen the mortality caused by venomous snakes. In the Circular letter of 8th March 1890, Local Governments and Administrations were asked to give in their reports for 1889 a brief account of the measures taken in recent years to reduce the mortality from snake-bite, and to state whether any further special action is necessary or possible.

2. The following abstract shows the mortality caused by wild animals and venomous snakes during 1887, 1888, and 1889, and the expenditure incurred in destroying them:—

Province.	Persons killed by animals.			Persons killed by snakes.			Cattle killed by animals.			Cattle killed by snakes.			Tigers killed.			Leopards killed.			Wolves killed.			Other animals killed.			Snakes killed.			Rewards for animals.			Rewards for snakes.		
	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.
																												R	R	R	R	R	R
Madras	228	187	205	1,263	1,455	1,587	8,568	8,923	10,518	1,070	1,173	2,037	149	203	175	1,147	1,199	1,234	118	49	77	637	472	487	302	699	340	43,777	44,452	44,731	...	77	49
Bombay	72	65	80	1,168	1,165	1,080	1,993	2,252	2,114	48	81	74	72	57	49	213	268	230	424	414	381	225	222	191	311,476	389,472	433,795	5,386	5,973	5,399	6,269	6,781	7,847
Bengal	1,563	1,335	1,560	9,131	8,946	10,681	17,230	23,616	22,884	509	496	480	269	376	316	664	739	960	672	544	1,030	505	586	601	35,054	39,326	41,189	11,847	12,627	16,011	4,453	3,587	3,439
N.-W. P. and Oudh.	216	197	263	5,765	6,223	6,445	7,667	8,647	7,299	216	201	221	99	100	83	408	500	402	2,284	2,655	1,710	600	1,016	552	25,864	24,264	25,663	12,626	14,530	9,278	3,140	2,868	3,136
Punjab	72	55	31	843	961	915	2,128	1,030	886	77	9	87	4	1	3	196	290	247	2,578	1,355	1,227	51	44	13	177,080	108,312	68,501	10,289	6,709	6,126	22,826	14,896	8,231
Central Provinces.	275	342	332	928	1,055	1,063	3,709	4,719	3,390	44	57	14	222	315	231	555	683	499	189	356	114	429	471	379	2,065	1,791	1,395	17,764	23,850	16,948	843	696	557
Burma	21	26	40	213	205	208	1,012	1,635	1,379	428	404	689	120	74	76	123	98	95	...	...	...	162	112	127	8,431	5,870	6,178	6,196	4,019	7,764	...	...	...
Assam	139	164	179	198	213	230	16,123	15,293	14,674	190	185	71	438	823	337	351	295	329	...	...	...	110	114	113	269	516	395	11,640	8,592	8,752	14	16	23
Coorg	2	...	2	1	...	2	542	580	637	...	...	...	9	6	12	21	10	21	...	...	...	...	...	...	48	27	14	906	495	1,083	8	7	3
Berar	24	24	29	182	283	216	1,723	1,854	1,695	134	206	120	19	12	26	138	121	156	74	171	90	95	51	79	697	848	76	3,026	3,155	3,443	140	178	26
Ajmere-Merwara.	5	4	3	47	65	53	326	264	281	...	1	...	7	6	2	8	4	6	...	...	1	3	2	...	575	256	224	61	...	6	...	16	10
TOTAL	2,617	2,399	2,724	19,739	20,571	22,480	61,021	68,813	65,757	2,716	2,813	3,793	1,408	1,473	1,312	3,822	4,207	4,179	6,389	5,544	4,680	2,817	3,090	2,542	511,861	571,381	577,770	1,28,518	1,24,402	1,19,541	37,673	29,122	23,321

3. The mortality in 1889, both of human beings and cattle, was greater than in 1886, the last year the statistics for which were reviewed: it was greater of human beings than in 1887 or 1888, but less of cattle than in 1888. The number of wild beasts destroyed in 1889 was, except in the case of leopards, less than in 1886; it was considerably less in the case of tigers than in any of the previous three years, and much less in the case of wolves, the animals which are next to tigers most destructive of human life. Fewer animals of every kind, except hyenas, which are the least harmful of the larger carnivora, were killed in 1889 than in 1888. While, however, 417,596 snakes only were reported to have been killed in 1886, the figure in 1887 was 511,861, in 1888, 571,381, and in 1889, 577,770.

The number of licenses issued under the Indian Arms Act, 1878, for the purposes of destruction of wild animals or protection of crops, was shown in 1886 as 86,859, in 1887 as 71,423, in 1888 as 60,111, and in 1889 as 61,083, but the returns for the earlier of these years are not reliable.

4. A survey of the statistics from 1879 to 1889 shows that the number of human beings killed by wild animals has, during that period, amounted to 29,936, or on an average to 2,720 annually. The average number killed in each year in each Province was as follows:—

Madras	230
Bombay	101
Bengal	1,437
North-Western Provinces and Oudh	375
Punjab	45
Central Provinces	274
Burma	31
Assam	197
Coorg	2
Berar	23
Ajmere	5
TOTAL	2,720

During the same period R14,56,994 have been expended in rewards for the destruction of the following wild animals:—

Tigers	17,885
Leopards	44,464
Bears	16,216
Wolves	61,404
Hyenas	15,976

In spite of this large destruction of the more dangerous wild animals, the number of persons reported to have been killed by animals in 1889 (2,724) is almost exactly the average of the previous ten years, while the number of cattle reported to have been killed in that year (65,757) is considerably above the recorded average for the previous ten years (52,247). While, however, the aggregate number of persons killed by wild animals appears when considered by itself to be large, it must be remembered that the proportion of the population who meet their deaths in this manner is relatively very small. This is illustrated by the following figures, which show for each province the rate per mille of the population of deaths caused by injuries from wild animals in 1889:—

Madras	·006
Bombay	·004
Bengal	·02
North-Western Provinces and Oudh	·006
Punjab	·001
Central Provinces	·03
Lower Burma	·01
Assam	·03
Coorg	·01
Berar	·01

If the mortality be calculated on the population of British India recorded in 1881, it will be found that one person out of every 72,882 of the population was killed by wild animals during 1889.

5. The mortality from snake-bite is far greater. Large numbers of the deaths reported to have resulted from this cause occur at a distance from the district head-quarters under circumstances which render it impossible to feel certainty that the cause of death has been correctly reported; but even when allowance has been made for deaths incorrectly or improperly attributed to snake-bite, there remains a large residuum of cases undoubtedly due to it. The aggregate mortality recorded during the last eleven years in British India is 219,367, and the average mortality a year almost exactly 20,000. The average mortality between 1879 and 1888 compares thus in each Province with that for 1889:—

	Average.	1889.	Excess of 1889.	Deficit of 1889.
Madras	1,245	1,587	342	...
Bombay	1,101	1,080	...	21
Bengal	9,538	10,681	1,143	...
North-Western Provinces and Oudh	5,420	6,445	1,025	...
Punjab	811	915	104	...
Central Provinces	966	1,063	97	...
Burma	166	208	42	...
Assam	201	230	29	...
Coorg	·7	1	·3	...
Berar	185	216	31	...
Ajmere	52	53	1	...

The recorded mortality from snake-bite thus tends to increase, though it is uncertain how far the increase is due merely to better reporting in recent years: it is most serious in Bengal and the North-Western Provinces and Oudh.

6. Continued attention has for many years past been directed by the Government of India and Local Governments to devising measures for reducing mortality from snake-bite, and various plans have been given a trial from time to time, but without any substantial success. In 1877, the Government of India observed that deaths from snake-bite occur mostly in and about human habitations, and that it was obviously useless to pay large rewards to professional snake-catchers who catch snakes in the jungles and bring them into head-quarters. It was considered that rewards might with much advantage be given in towns and large villages with or without help from Local Governments, and rewards have for some years been generally granted on this principle in every Province except Madras. In 1881, the Chief Commissioner of Burma suggested for that Province a plan for organizing village snake-hunts in the rice-plains and granting a reward regulated according to the number of houses in the village to every village that successfully carried out a hunt, but it met with little success. In 1882, the Government of the North-Western Provinces and Oudh directed a trial of the experiment of enlisting in order to kill snakes a number of snake-hunters from among the classes (Kanjars, Musahirs, Naths, and others) who make a practice of trapping reptiles and small animals for food and other purposes. It was arranged that these men should receive a small retaining fee each month and an additional reward for each venomous snake in excess of a certain number destroyed by each man in any month. This system did not prove successful in the North-Western Provinces, as the hunters employed did little or nothing to destroy snakes and were suspected of breeding them for the sake of the reward, and a similar experiment tried in Bombay in 1884 was equally unsuccessful. It could not be tried in Bengal, the province in which snakes are most destructive, because it contains no indigenous tribes of snake-catchers, and it was anticipated that if men were imported for the purpose they would suffer from the climate, especially during the rainy season, which is the best time for killing snakes. In certain parts of Bengal it was, however, found possible to stimulate in some measure the destruction of snakes by authorizing the payment of rewards by indigo planters in the interior of districts, but this plan has only been feasible over small areas. During a period of eleven years, the sum of R2,37,000 has been expended in the different provinces on the destruction of snakes, with what the Government of India regret to say must be regarded as no practical result, and the evidence shows that in some

parts of the country at any rate the grant of rewards for dead snakes has resulted in people taking to the practice of breeding them.

7. The Government of India have, in consultation with Local Governments and Administrations, recently had under examination the question whether it might not be possible to organize some better means for the destruction of wild animals and snakes, and have considered whether the establishment of a Government organization for the purpose of destroying wild beasts would be likely to be advantageous. An experiment of this kind was attempted in Madras some years ago, but it was found to involve great expenditure, and the results achieved would certainly not justify the plan being tried elsewhere. Moreover, the larger carnivora are not gregarious, nor are they very numerous, and the adoption of any such system would inevitably end in causing the existing agency for destroying them to disappear. The Governor General in Council has for these reasons determined to maintain the system now generally in force of granting rewards for the destruction of wild animals. His Excellency in Council, however, desires that particular attention should be paid to the following points, *viz.*:—

(1) all possible facilities, consistent with due precautions against fraud, should be afforded to those who kill wild animals for obtaining the authorized rewards:

(2) shooting parties, which engage to submit to the required precautions against injury to the forests, should be encouraged for the destruction of tigers and other dangerous carnivora in reserved forests: and

(3) licenses under the Arms Act should be granted freely to agriculturists located in the neighbourhood of forests and jungles for the protection of themselves and their cattle against wild beasts.

His Excellency in Council also thinks that more liberality might be shown in the offer of rewards for the slaughter of man-eating tigers. The destruction of one tiger which has taken to man-eating is of much more importance than that of a number of ordinary tigers, and the difficulty and expense involved in killing such animals are ordinarily very great. Native shikaris are often, owing to the inferior quality of their weapons, unable to hunt such animals, which again can often only be dislodged from the positions they take up by beaters who require to be liberally paid. It appears to the Governor General in Council that the offer of rewards sufficiently liberal to cover their expenses would often induce military officers and others who have leisure at certain times of the year to organize parties with the object of disposing of advertised man-eaters, provided that they were assured of assistance from the local authorities, and His Excellency in Council would therefore advocate the offer in the case of man-eaters of large rewards together with the proffer of assistance in the way of elephants and other arrangements on the part of the district and forest officials. It appears to the Government of India that if prompt action were taken by measures such as these to secure the destruction of man-eating tigers before they have had time to do much damage, the mortality from wild animals, more than one-third of which is caused by tigers, might be reduced in some sensible degree. These observations apply also to the somewhat rare cases in which leopards take to man-eating. Wolves at times become very destructive in particular localities, and in such cases it would be profitable to entertain native hunters on liberal terms for the express purpose of exterminating packs that have made themselves dangerous. Under the present system of granting rewards the Government of India have reason to apprehend that rewards are not unfrequently given, especially in the case of cubs, for jackals which are represented to be wolves.

8. It has been shown above that the system hitherto adopted of granting rewards for the destruction of snakes has effected no reduction in the mortality from snake-bite. This mortality is, the Government of India regret, lamentably large, but it is not always realized that, large as it is, it will not bear comparison with the mortality from some forms of disease, in the reduction of which much more tangible results can be secured by the expenditure of money. In the

following table the death rate in 1889 from fevers and snake-bite is contrasted for each Province:—

	Rate per mille of deaths from fever.	Rate per mille of deaths from snake-bite.
Madras	8·2	·05
Bombay	21·08	·06
Bengal	16·72	·16
North-Western Provinces and Oudh	23·10	·14
Punjab	22·75	·04
Central Provinces	23·03	·108
Lower Burma	8·30	·05
Assam	16·15	·04
Coorg	18·35	·005
Berar	17·9	·08

The inquiries recently made have satisfied the Government of India that no system of granting rewards for the destruction of snakes is likely to have any appreciable effect on the mortality from snake-bite. Snakes exist in such numbers that it is hopeless to expect to exterminate them, and there can be no reasonable doubt that large numbers of those for which rewards have actually been paid have been really harmless snakes. No satisfactory means exist in most parts of the country for ascertaining whether a snake for which a reward is demanded is really venomous or harmless, for the native officials in the interior of a district rarely know the difference themselves, while a villager who has killed a snake does not think it worth while to take it into head-quarters in order to obtain the small reward offered, even when the distance from head-quarters is not so great as to render it impossible to get the snake there before it has decomposed. If the rewards for killing snakes are raised to an amount which renders people willing to claim them, snake-hunters immediately begin to breed snakes in order to secure for themselves a livelihood. Moreover, so long as the people persist in walking in the dark with bare feet near their houses, where the same undergrowth, débris, and filth, which are the hot-beds of disease, provide cover in which venomous snakes can live and breed, deaths from snake-bite must continue to be numerous, for it is in such places that snakes are most dangerous, and not in the jungles where, though they exist in immense numbers, they can keep out of the way of human beings. The Governor General in Council is of opinion that the most effective way of reducing mortality from snake-bite is to destroy the cover afforded for snakes in or near villages, and it is the wish of His Excellency in Council that the utmost pressure that can be legitimately placed on Municipal Committees and Heads of villages should be brought to bear to induce them to clear such places, and to keep them clear. The Government of India do not believe that any general injunctions will produce much effect, and a system of exhibiting the statistics in totals and averages only serves to conceal the places most in fault. The Governor General in Council would therefore be glad if Local Governments and Administrations would direct Sub-divisional Officers and Tahsildars to find out and attack those villages within their respective jurisdictions which show the greatest number of deaths from snake-bite, and insist on these officers paying personal attention to the organized cleansing of the surroundings of such places and reporting how these organized measures affect the mortality from snake-bite. If such a system were carried on year by year, the worst neighbourhoods should, the Government of India think, be in time appreciably relieved, and it would be interesting if the reports showed to what extent the destruction of venomous snakes and their eggs is carried out simultaneously with the cleansing of the villages, and how the removal of undergrowth or filth affects the mortality from cholera, fever, and other diseases, as well as from snake-bite. This aspect of the question should be brought to the notice of the officers of the Sanitary Department, and the supervision of the necessary measures might be made over to the Sanitary Board in each Province. The Governor General in Council will leave it to Local Governments and Administrations to decide whether the system of granting money rewards for snakes shall be continued or not. Though the system has generally

been unsuccessful, it may be desirable to retain it in some places where, as in some parts of Bengal, indigo planters have given their assistance in order to secure the payment of rewards only for venomous snakes, and if copies of the plates showing such snakes in Sir J. Fayrer's book on the Thanatophidia of India are kept at the head-quarters of tahsildars and at police stations and outposts, as has been arranged in the Punjab, the risk of rewards being paid for snakes which are not really venomous will be to some extent reduced.

9. The orders contained in clause (ii), paragraph 5, of Home Department Resolution No. $\frac{28}{1579\text{-}98}$, dated the 15th July 1887, so far as they direct the submission of the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes triennially are, in accordance with the desire of Her Majesty's Secretary of State for India, hereby rescinded. Local Governments and Administrations are accordingly requested to submit full reports on this subject and to review the results at length yearly, as was the practice prior to the issue of the orders in the Resolution of 15th July 1887.

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

Also that a copy be communicated to the Foreign Department.

(True Extract.)

C. J. LYALL,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXI OF 1890-91.

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 9th November, 1889. Total length open.	Receipts. Total.	Per mile open.	Week ending 8th November, 1890. Total length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 9th November, 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 8th November, 1890. Total.	Per mile open per week.	Total Increase in 1890-91.	Total Decrease in 1890-91.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	State Lines worked by Companies.												
13th Nov., 1890	East Indian (a)	1,526	9,17,525	60	1,526	9,12,957	598	3,58,69,939	530	2,47,37,812	494	...	17,32,127
15th ditto	Patna-Gya	57	15,943	264	57	9,378	165	3,08,082	168	2,99,120	163	...	8,962
1st ditto	Bareilly-Pilibhit	...	...	...	...	(b)	...	(c) 58,572	54	(d) 57,553	53	...	1,019
15th ditto	Bengal-Nágpur (e)	305	33,244	109	585	60,445	103	10,53,834	108	18,36,447	101	7,82,613	...
15th ditto	Indian Midland (f)	752	68,929	92	752	66,362	88	17,39,402	80	17,96,129	75	56,727	...
15th ditto	Rajputana-Malwa	1,672	3,78,871	227	1,672	2,85,000	170	1,14,91,318	216	94,69,991	179	...	20,21,327
15th ditto	Southern Maratha	978	79,693	81	1,043	82,828	79	24,74,384	88	26,96,322	83	2,21,738	...
15th ditto	Ditto Mysore section	296	22,106	75	296	26,394	89	5,69,435	71	7,43,892	79	1,74,457	...
8th ditto	Villupuram-Guntakal	83	4,010	48	83	3,693	44	1,53,378	58	1,44,980	55	...	8,398
8th ditto	Bengal and North-Western* (g)	649	1,18,762	183	691	93,760	136	25,85,093	125	25,92,746	121	7,653	...
	TOTAL	6,318	16,38,183	259	6,705	15,40,817	230	4,63,03,637	237	4,37,74,992	206	...	25,28,645
	State Lines worked by the State.												
15th Nov., 1890	North Western	2,477	(h) 5,55,324	224	2,395	(i) 5,72,598	239	(h) 1,70,10,142	216	(i) 1,56,41,154	206	...	13,68,988
15th ditto	Oudh and Rohilkhand	692	1,64,035	237	692	1,40,610	203	45,33,031	205	40,68,207	184	...	4,64,824
15th ditto	Lucknow-Sitapur-Seramau	105	6,834	65	105	5,067	48	1,90,495	57	1,84,135	55	...	6,360
8th ditto	Eastern Bengal	747	2,86,419	383	763	2,88,470	378	65,75,456	288	66,69,443	274	93,987	...
8th ditto	Bengal Central†	125	19,116	153	125	13,610	109	4,70,332	117	3,86,546	97	...	83,786
8th ditto	Nalhati	27	1,588	59	27	1,370	51	58,863	67	56,637	65	...	2,226
8th ditto	Wardha Coal (j)	45	15,741	350	45	27,731	616	4,71,199	329	5,99,565	420	1,28,366	...
8th ditto	Cherra-Companyganj	7	400	57	8	424	53	5,769	25	10,326	40	4,557	...
8th ditto	Jorhat	25	989	40	25	1,401	56	38,325	48	40,361	50	2,036	...
1st ditto	Burma (k)	...	...	...	...	(b)	...	(c) 26,73,535	157	(d) 29,49,151	173	2,75,616	...
	TOTAL	4,250	10,50,446	247	4,185	10,51,281	251	3,20,27,147	211	3,06,05,525	204	...	14,21,622
	Lines worked by Guaranteed Companies.												
8th Nov., 1890	Great Indian Peninsula	1,447	6,78,007	469	1,447	6,79,335	469	1,89,47,968	412	2,01,57,174	440	12,09,206	...
15th ditto	Bombay, Baroda and Central India	461	2,28,032	495	461	2,24,000	486	75,37,707	513	73,91,849	506	...	1,45,858
15th ditto	Madras	840	1,75,497	209	840	1,93,575	230	56,60,777	212	57,47,790	216	87,013	...
8th ditto	South Indian	654	1,04,799	160	655	1,13,940	174	35,73,119	172	38,10,982	183	2,37,865	...
	TOTAL	3,402	11,86,335	349	3,403	12,10,850	356	3,57,19,571	330	3,71,07,795	344	13,88,224	...
	GRAND TOTAL (GUARANTEED AND STATE)	13,970	38,74,964	277	14,293	38,02,948	266	11,40,50,355	250	11,14,88,312	237	...	25,62,043
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,00,83,868	132	5,83,51,162	124	...	17,32,706
	NET RECEIPTS	...	...	...	...	...	...	5,39,66,487	118	5,31,37,150	113	...	8,29,337
	Assisted Companies.												
15th Nov., 1890	Tárakeshwar	22	6,418	292	22	5,205	237	1,70,731	240	1,65,265	232	...	5,466
1st ditto	Rohilkhand-Kumaun	...	...	...	...	(b)	...	(c) 2,11,247	105	(d) 2,05,393	102	...	5,854
1st ditto	Dibru-Sadiya	...	...	...	...	(b)	...	(c) 2,87,368	119	(d) 3,02,298	125	14,930	...
	TOTAL	22	6,418	292	22	5,205	237	6,69,346	126	6,72,956	127	3,610	...
	Native States Lines worked by Companies.												
8th Nov., 1890	The Nizam's Guaranteed State	354	51,444	145	354	41,208	116	13,81,193	122	15,19,094	135	1,37,901	...
15th ditto	The Gaekwar's Dabhoi	59	4,557	77	72	3,130	44	82,647	44	1,22,901	57	40,254	...
15th ditto	The Gaekwar's Mehsana	27	963	36	27	700	26	32,089	37	27,913	33	...	4,176
15th ditto	The Gaekwar's Petlad	...	...	...	13	820	63	...	...	(m) 25,885	74	25,885	...
	TOTAL	440	56,964	129	466	45,858	98	14,95,929	107	16,95,793	116	1,99,864	...
	Native States Lines worked by the State.												
15th Nov., 1890	Rájpura-Bhátinda	...	(n)	...	108	9,479	88	(n)	...	3,14,805	92	3,14,805	...
	Native States Lines.												
15th Nov., 1890	Jodhpore	124	8,544	69	124	7,700	62	2,08,246	53	2,21,391	56	13,145	...
15th ditto	Bhávnagar-Gondal-Junágarh-Porbandar	329	24,503	74	334	20,573	62	7,79,555	90	9,39,868	89	1,60,313	...
15th ditto	Morvi	68	2,558	38	94	5,380	57	1,15,852	53	1,86,076	62	70,224	...
	TOTAL	521	35,605	68	552	33,653	61	11,03,653	74	13,47,335	77	2,43,682	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Return not received.
(c) Total receipts from 1st April to 2nd November, 1889.
(d) Total receipts from 1st April to 1st November, 1890.
(e) Includes the Asansol-Goilkera section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(f) Includes the Sindia and Bhopal-Itársi State Railways.
(g) Includes the Tirhoot State Railway.
(h) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(i) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(j) Includes Warora Colliery.
(k) Includes the Toungoo-Mandalay Railway.
(l) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(m) Total receipts from 5th May to 8th November, 1890.
(n) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,

Offg. Under-Secretary.

CALCUTTA,

The 4th December, 1890.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	12 6	12 6	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14½	17 14½
Moulmein and Amherst	7 14	7 14	...	...	10 6	9 12	12 2	11 1	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	19 12	19 12
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 4	9 7	15 0	11 5	...	...	...	...	...	...	...	...	11 3	11 2	...	...	...	...	157 0	145 0	16 0	14 3
Rangoon	7 6	7 6	...	...	14 3	9 4	16 10	10 3	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 13	10 13	12 6	12 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	12 0	11 10	17 7	16 10	...	...	...	...	...	...	...	...	11 7	10 10	...	...	...	...	236 8	236 8	15 12	15 12
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 1	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	12 10	14 0	14 3	...	...	...	...	...	...	...	...	11 14	11 12	...	...	8 6	8 6	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	10 9	12 10	10 9	12 10	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 4	10 5	16 9	13 15	...	...	...	...	...	...	...	...	13 3	13 13	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	13 6	11 3	...	...	15 9	10 12	17 4	13 13	...	...	...	...	...	...	...	...	16 0	16 0	32 3	32 3	...	...	392 0	326 0	11 9	11 9
Upper Burma—																										
Mandalay	11 11	11 7	...	...	11 6	10 14	12 10	12 0	...	...	...	...	...	...	...	...	10 0	10 0	22 13	26 10	9 3	8 15	60 0	60 0	16 14	17 15
Arakan—																										
Sandoway	...	...	...	...	25 6	27 0	33 3	36 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	10 13	12 4
Kyaukpyu	...	...	...	...	19 10	19 2	21 2	20 10	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	333 0	16 8	16 8
Akyab	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	9 0	8 8	120 0	120 0	10 0	8 0
Assam—																										
Surma—																										
Sylhet	13 4	13 4	...	...	10 0	10 0	12 4	10 10	...	...	...	...	...	...	...	...	15 8	15 0	...	...	...	...	108 0	108 0	9 8	10 0
Cachar	8 8	7 8	...	...	9 6	9 8	11 8	11 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	80 0	80 0	9 6	9 6⅔
Khási and Jaintia Hills	...	...	...	...	5 8	6 0	7 0	7 0	...	...	...	...	...	...	...	...	9 0	9 0	16 0	16 0	...	...	100 0	100 0	8 0	8 0
Garo Hills	...	...	...	...	6 0	6 0	11 0	12 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goalpára	16 0	16 0	...	...	6 8	8 0	12 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	15 0	15 0	80 0	80 0	9 0	9 0
Kámrup	10 0	10 0	...	...	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	7 0	7 0	...	...	12 8	10 8	14 0	12 8	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	150 0	150 0	9 0	8 0
Nowgong	...	...	...	...	8 0	8 0	16 0	13 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	9 0	9 0
Sibságar	...	...	...	...	6 8	6 8	18 0	16 0	...	...	...	...	...	...	...	...	13 0	11 0	...	...	...	...	40 0	40 0	8 0	8 0
Lakhimpur	9 0	9 0	...	...	6 8	6 8	11 8	12 0	...	...	...	...	...	...	...	...	12 0	12 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 15	12 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	(a)	6 0	(a)	...	(a)	9 0	(a)	14 0	...	...	...	...	...	...	...	...	(a)	12 0	...	...	...	8 0	...	...	(a)	8 0
Nágá Hills	...	...	...	...	4 0	4 0	8 0	10 0	...	...	...	...	...	...	...	...	4 0	4 8	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 8	11 0	13 0	12 8	...	...	...	...	...	...	...	...	17 0	15 8	...	...	12 12*	12 8*	100 0	100 0	10 10	11 0
Noakholly	...	...	...	...	14 0	13 0	15 0	14 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	12 0	11 8	15 12	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	110 0	110 0	10 0	10 0
Tipperah	13 5½	11 7	...	...	11 7	8 14	14 8½	12 10½	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	6 10¼	...	...	10 0	9 6¼
Dacca	12 0	12 0	14 0	13 0	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	13 0	...	...	16 0	12 0	120 0	120 0	9 12	9 8
Mymensingh	10 8	10 0	...	...	10 0	10 0	11 8	12 12	...	...	...	...	...	...	...	...	14 0	15 0	...	...	11 0	10 0	...	...	10 0	9 12
Deltaic—																										
Khoolna	...	...	...	...	12 0	12 12	14 4	13 8	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	160 0	160 0	8 0	8 0
24-Pergunnahs	14 8	14 8	19 0	18 12	8 0	8 0	14 0	14 0	...	...	...	...	...	...	7 0	7 0	19 0	20 0	...	...	17 0	17 0	100 0	100 0	10 12	10 12
Midnapore	10 8	11 0	...	...	11 0	11 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	11 8	12 0	120 0	120 0	10 8	10 8
Howrah	...	...	...	...	10 0	10 0	13 8	13 8	...	...	...	...	...	...	...	...	19 0	18 12	...	...	12 8	12 8	100 0	100 0	10 8	10 8
Calcutta	13 4	13 4	17 11	17 12	8 14	8 14	12 11	12 12	...	...	8 2	...	...	...	8 14	8 14	17 9	17 5	19 8	19 1	15 3	15 5	92 8	92 8	10 8	10 8
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 4	15 4	†	20 0	11 10	12 4	13 10	14 8	...	...	...	...	...	...	...	...	21 5½	21 5½	...	...	16 13	16 13	...	...	9 13	9 13
Jessore	13 0	13 4	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 0
Furreedpore	16 0	16 0	20 0	20 0	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	17 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	15 0	15 0	20 0	29 0	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	28 0	27 0	18 0	18 0	240 0	240 0	10 0	10 4
Burdwan	13 0	14 0	...	...	12 6	12 0	16 9	15 15	...	...	...	...	...	...	...	...	19 0	19 0	...	...	17 12	24 0	100 0	100 0	11 2½	11 2
Beerbhoom	17 4	17 4	...	...	13 8	13 8	16 8	16 8	...	...	...	...	...	...	...	...	19 8	18 12	...	...	13 8	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	22 8	22 8	...	...	17 12	17 12	200 0	200 0	11 4	11 4
Sonthal Pergunnahs	13 0	13 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	17 0	18 0	25 0	30 0	20 0	21 0	200 0	200 0	9 0	9 0
Pubna	18 0	18 0	...	...	7 2	7 2	14 4	15 0	...	...	...	...	...	...	...	...	18 12	18 12	...	...	17 10	18 0	200 0	200 0	8 11½	8 11½
Bogra	13 5	15 0	...	...	9 12	12 0	14 4	15 0	...	...	...	...	...	...	...	...	15 0	17 4	...	...	...	...	90 0	90 0	9 0	9 12
Rajshahye	16 8	16 8	19 8	24 0	12 0	12 0	13 14	13 14	...	...	...	...	...	...	...	...	21 0	21 0	...	...	17 2	18 10	240 0	240 0	9 9	9 9
Maldah	18 0	19 0	...	...	9 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	20 0	22 0	...	...	...	...	120 0	160 0	9 0	9 8
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 10	10 10	100 0	100 0	9 6	9 6
Dinagepore	15 10	15 9	14 8	18 0	14 6	12 13	16 13	15 9	...	...	...	...	...	...	...	...	18 0	18 13	...	...	15 10	16 0	160 0	160 0	10 0	10 0
Jalpáiguri	13 0	13 0	16 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	200 0	200 0	9 0	9 0
Darjeeling	9 0	9 0	10 0	10 0	5 0	5 0	12 0	12 0	...	...	...	...	15 0	15 0	...	...	11 0	11 0	20 0	20 0	10 0	10 0	120 0	120 0	7 8	7 8
Orissa—																										
Pooree	13 2	11 13	...	*	13 6	13 6	21 0	21 0	...	...	...	...	...	...	...	...	14 7	14 7	...	...	13 2	13 2	80 0	80 0	9 13	9 13
Cuttack	14 7	14 7	...	...	10 8	10 8	18 6	18 6	...	...	...	...	...	...	...	...	15 12‡	14 7	...	...	19 11	19 11	80 0	80 0	11 0	10 0
Balasore	15 0	15 0	13 0	13 0	12 0	12 0	18 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	12 0	12 0	14 0	16 0	15 0	12 0	16 0	14 0	...	...	...	...	...	...	...	...	16 0	14 0	20 0	20 0	21 0	22 0	240 0	240 0	9 0	9 0
Manbhoom	13 5	13 5	28 0	28 0	13 0	13 0	20 8	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	200 0	200 0	9 14	9 14
Lohardugga	8 8 to 14 0	14 0	17 8	20 0	13 0	14 8	14 0 to 22 0	16 0 to 16 8	...	...	...	...	45 0	44 8	...	...	13 0	13 0	28 0	40 0	26 0	24 0	120 0	120 0	9 0	9 0
Hazáribágh	14 0	14 0	17 0	14 0	8 0	8 0	16 0	16 8	...	...	...	...	30 0	30 0	...	...	16 0	16 0	25 0	21 0	20 0	21 0	240 0	240 0	8 0	8 8

(a) Not stated. * Khesari, husked. † Not sold. ‡ Kalai.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1890—*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.
Bengal—*continued.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Mongbyr	16 12	17 13	16 12	22 0	10 8	11 0	14 11	14 11	...	...	...	...	...	...	12 9	17 13	21 0	22 0	21 0	22 0	17 13	17 13	147 0	147 0	10 8	10 8
Gya	15 4	14 12	20 0	19 0	10 0	9 0	17 0	14 4	...	...	...	...	...	...	16 0	16 0	18 0	17 12	...	...	17 4	17 8	160 0	180 0	9 4	9 2
Patna	15 12 to 16 12	15 6 to 17 4	17 0	18 0	11 0	10 0	16 8	16 12	...	19 8	...	...	...	...	17 0	19 8	19 8	19 8	21 0	20 0	19 8	19 0	110 0	110 0	10 0	10 0
Shahabad	16 8	16 0	19 0	19 0	9 0	8 0	16 0	15 8	20 0	20 0	...	...	...	...	...	...	19 0	20 0	...	...	17 0	18 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	18 0	18 0	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	15 0	15 0	130 0	140 0	9 0	9 0
Bhágalpur	16 11	17 0	22 11	21 11	11 6 to 12 10	10 1 to 12 10	13 14 to 15 2	13 14 to 15 2	...	...	...	...	...	...	...	...	21 7	21 7	22 11	23 10	18 15	19 9	151 8	138 14	10 0	10 1
Durbhunga	15 3	15 6	16 8	15 8	13 0	12 0	16 8	16 8	...	...	...	...	26 7	28 8	23 0	17 8	19 12	19 12	20 0	22 0	17 0	17 8	160 0	160 0	11 0	11 0
Mozufferpore	16 0	19 0	19 0	20 0	9 0	9 0	14 0	14 0	...	...	...	...	23 0	23 0	...	...	19 0	20 0	20 0	20 0	17 0	19 0	160 0	160 0	10 0	10 8
Saran	15 8	15 8	17 8	18 0	8 4	8 4	13 12	14 0	...	...	...	...	22 0	21 0	14 0	14 0	18 8	18 8	19 0	19 8	18 4	18 0	180 0	160 0	10 4	10 4
Chumparun	17 0	17 0	19 8	21 0	10 0	9 0	15 8	14 8	...	...	...	...	28 0	28 0	...	...	19 8	19 0	20 8	22 0	17 0	17 0	160 0	160 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	15 0	15 0	8 0	8 0	13 0	12 0	...	...	15 0	15 0	...	...	16 0	12 0	16 0	17 0	16 0	13 8	18 0	19 0	100 0	100 0	10 0	10 0
Benares	13 9	13 14½	15 3	15 11	9 8	9 8	14 1½	13 13	15 3	16 13	15 7	16 4	13 9	...	15 4	14 8	16 0	17 14	16 13	20 10	19 8	18 11	120 0	120 0	10 6½	10 6½
Ghazipur	13 10	14 3	15 7	16 0	7 1	7 1	7 12	11 0	16 12	18 0	11 9	11 10	25 12	25 12	19 5	19 0	17 6	18 0	18 0	18 0	18 6	20 10	154 0	129 0	9 10	9 10
Jaunpur	12 0	13 0	14 8	15 0	7 0	7 0	9 8	8 0	..	...	...	...	18 0	...	...	...	15 0	15 8	14 0	14 0	15 8	18 0	160 0	160 0	11 8	10 0
Allahabad	12 8	12 8	15 8	15 12	7 0	7 10	12 8	12 4	15 0	15 0	16 0	16 0	19 0	19 0	17 0	18 0	16 0	16 8	..	...	16 0	17 0	110 0	110 0	10 0	10 0
Central—																										
Bánda	13 4	13 2	15 12	15 12	8 0	8 0	14 8	14 8	17 4	17 4	15 12	15 12	...	...	...	...	16 12	16 12	...	...	14 2	14 2	180 0	180 0	10 8	10 8
Fatehpur	13 8	13 8	15 8	15 0	10 12	10 8	14 0	15 0	...	...	...	...	...	...	...	...	16 0	17 4	...	...	20 0	19 8	160 0	160 0	10 12	10 12
Hamírpur	13 0	13 14	13 12	16 4	9 0	9 0	11 0	11 0	...	16 0	15 0	16 0	...	...	...	...	16 4	17 10	...	...	19 12	19 8	140 0	140 0	10 8	10 8
Jálaun	15 0	15 0	17 0	18 0	9 0	9 0	10 0	10 0	18 0	18 0	18 0	18 0	15 0	15 0	16 0	16 0	18 0	18 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Cawnpore	15 0	15 0	17 8	17 8	9 0	9 0	12 0	12 0	17 0	18 0	18 0	18 0	...	...	23 0	22 0	17 12	18 0	20 0	23 0	19 8	21 0	150 0	150 0	11 12	12 0
Etáwah	14 10	14 0	17 8	16 8	6 0	6 0	13 0	13 0	16 8	15 8	16 4	15 9	16 0	14 0	12 0	12 0	17 4	14 0	16 0	19 0	21 0	20 0	120 0	120 0	11 0	11 0
Farukhabad	13 0	13 0	16 12	16 8	6 8	6 0	9 8	8 0	16 0	...	16 0	...	...	...	17 0	...	16 8	17 0	16 0	15 8	18 8	18 8	130 0	120 0	11 8	10 8
Mainpuri	14 4	14 8	17 0	16 12	4 8	4 8	8 0	8 0	14 0	14 0	12 0	12 0	...	...	...	...	16 4	16 0	16 0	16 0	19 0	19 0	160 0	160 0	11 0	11 4
Etah	15 4	15 4	17 4	17 4	6 8	6 8	11 8	10 4	16 4	16 4	16 8	11 12	22 4	22 4	10 4	10 4	22 4	22 4	19 4	19 4	14 4	14 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	14 6	14 12	16 8	19 0	10 8	9 0	12 8	11 8	17 0	17 8	12 0	15 0	24 0	24 0	22 0	21 0	14 8	15 8	17 12	21 0	11 8	11 8	160 0	160 0	10 8	10 4
Jhánsi	14 12½	15 4	18 15½	19 12	7 12	7 12	12 4	12 4	...	16 12	...	...	...	...	...	...	15 14½	16 2	...	...	19 4	19 4	180 0	180 0	10 8	10 8
Agra	14 8	14 8	19 0	18 8	5 0	5 0	9 0	9 0	18 0	18 0	17 8	17 8	...	...	17 0	17 0	18 4	18 4	17 8	17 0	16 0	16 0	100 0	100 0	11 8	11 8
Muttra	14 8	15 0	19 8	19 8	7 8	7 8	12 8	12 0	20 0	18 0	17 0	16 0	...	...	8 0	10 0	19 0	19 0	18 0	...	20 8	23 0	140 0	140 0	12 0	11 12
Aligarh	13 0	14 10	19 0	17 12	5 4	5 4	9 4	9 4	18 0	18 0	15 8	15 8	...	...	16 0	16 0	18 8	17 12	18 8	23 0	20 0	20 0	120 0	120 0	11 4	11 4
Bulandshahr	16 10	16 4	18 4	18 8	7 0	7 0	11 0	11 0	19 0	18 0	19 0	16 0	...	...	16 0	16 0	18 4	18 4	18 0	19 0	15 0	15 0	120 0	120 0	11 4	11 6
Meerut	16 8	16 4	19 0	19 0	5 0	5 0	13 0	13 0	20 0	20 0	18 0	18 0	14 0	14 0	14 0	14 0	18 12	18 8	19 0	20 0	19 0	19 0	100 0	100 0	11 8	11 8
Sub-montane—																										
Ballia	15 12	15 9	18 0	18 0	9 9	9 9	15 8	14 8	...	18 8	...	...	20 8	20 8	14 4	14 4	18 0	18 12	18 8	18 8	19 4	18 8	155 0	155 0	10 8	10 4
Azamgarh	12 8	13 4	14 12	15 2	8 14	8 14	12 8	12 8	...	...	...	...	18 0	17 11	...	...	15 8	16 4	...	...	12 8	12 8	177 8	177 8	9 3	9 13
Gorakhpur	13 8	13 8	16 3	16 3	9 0	9 0	16 3	14 6	...	...	...	...	18 0	18 0	12 8	12 8	16 3	16 3	16 3	...	17 0	16 10	140 0	140 0	10 6	10 6
Mirzapur	14 12	14 12	16 8	16 0	9 0	8 12	24 0	24 0	10 0	10 0	...	...	12 0	12 0	8 0	8 0	15 12	15 8	...	...	16 8	16 0	120 0	120 0	10 0	10 0
Shahjahanpur	14 12	14 8	19 0	18 8	8 8	8 0	13 0	13 0	...	...	...	...	25 0	25 0	24 0	22 0	18 0	17 8	19 0	19 0	18 0	18 0	140 0	140 0	10 8	10 8
Bareilly	14 6	13 12	16 4	15 10	7 13	7 8	12 8	12 8	16 9	16 14	16 9	12 8	...	18 12	16 14	16 14	17 8	16 9	15 5	18 2	17 3	17 8	125 0	125 0	10 10	10 10
Moradabad	16 4	16 4	20 4	19 0	9 0	9 0	13 0	13 0	19 0	19 0	16 8	16 8	...	...	16 8	16 8	19 0	19 0	21 8	21 0	20 0	20 0	150 0	150 0	11 4	11 4
Tarái	14 6	14 6	17 8	22 8	7 8	7 8	13 2	11 8	18 12	20 0	17 8	17 8	...	...	23 12	23 12	14 4	16 4	20 0	21 4	20 0	20 0	120 0	120 0	10 0	10 0
Bijnor	14 14	14 12	16 0	17 7	10 2	10 11	12 10	12 6	...	...	...	...	...	...	...	...	18 9	17 7	...	...	16 14	...	135 0	135 0	10 11	10 11
Muzaffarnagar	17 1	17 1	17 10	18 12	6 9	6 9	12 2	12 2	19 13	19 13	12 2	12 2	12 2	12 2	8 13	8 13	19 3	19 4	17 10	17 10	13 5	13 5	132 0	132 0	10 0	10 2
Saháranpur	16 0	16 2	18 4	20 7	8 13	8 9	10 12	11 13	20 8	21 8	19 5	21 8	26 14	26 14	21 8	26 14	19 5½	23 10½	15 1	15 1	12 9	11 4	129 0	129 0	11 4	11 4½
Dehra Dún	14 0	14 0	17 8	18 0	6 0	8 0	11 0	10 0	18 0	18 0	16 0	14 0	20 0	20 0	...	...	16 8	16 0	20 0	16 0	16 0	18 0	160 0	160 0	10 0	10 0
Kumaun	8 8	7 8	10 0	10 0	8 0	8 0	9 8	8 8	...	...	...	...	12 0	11 0	16 0	14 0	10 0	11 8	...	...	7 0†	8 0†	160 0	200 0	7 0	7 0
Garhwál	11 4	12 8	16 0	16 0	8 0	8 0	10 0	10 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	13 8	13 12	16 8	17 0	12 8	11 0	15 4	14 0	...	...	...	...	21 0	21 0	21 0	...	17 4	17 0	...	...	13 8†	14 8	185 0	180 0	9 8	9 8
Sultanpur	13 8	14 0	16 0	16 0	9 0	9 0	14 0	13 8	20 0	20 0	16 0	16 0	36 0	36 0	20 0	16 0	16 0	16 0	16 0	18 8	18 8	160 0	160 0	10 8	11 0
Rae-Bareli	14 12	14 8	17 0	17 0	7 0	7 0	15 0	13 8	14 0	14 0	11 0	11 8	22 8	22 0	15 0	15 0	18 12	18 6	18 0	19 0	21 0	20 8	180 0	180 0	10 0	10 0
Unao	13 8	13 4	16 0	16 0	8 0	8 0	13 8	13 0	...	...	18 0	18 0	18 0	...	...	...	17 0	16 0	18 0	24 0	15 0	16 0	160 0	160 0	11 0	11 0
Lucknow	13 9	13 11	16 0	15 12	6 0	6 0	12 8	12 8	15 0	15 0	16 10	15 2½	23 0	25 0	19 0	20 0	15 12	15 11	16 8	18 8	18 8	19 3	120 0	120 0	10 8	10 4
Hardoi	15 0	14 8	18 8	19 0	7 0	7 0	12 0	12 0	...	...	...	...	29 0	28 0	25 0	27 0	18 0	18 0	20 0	20 0	14 0	14 0	120 0	120 0	11 0	10 12
Northern—																										
Fyzabad	13 4	13 4	16 0	15 12	10 12	10 8	13 8	12 8	...	...	16 0	16 0	16 4	16 8	15 8	15 8	16 2	16 4	17 8	18 4	17 4	17 8	120 0	110 0	9 0	9 0
Barabanki	14 0	13 8	17 0	16 0	11 0	9 0	12 0	10 0	14 0	14 0	15 0	16 0	19 0	20 0	16 0	18 0	16 8	16 8	18 0	19 0	18 8	19 0	120 0	120 0	10 8	10 8
Gonda	15 4	15 0	17 2	18 8	12 3	11 13	14 9	14 4	20 3	20 0	18 1	17 0	23 2	24 0	16 15	20 0	17 9	17 7	22 13	18 0	20 10	20 8	200 0	200 0	10 13	10 4
Bahraich	15 0	15 0	18 0	19 0	10 0	10 0	12 0	12 0	...	...	...	...	24 0	24 0	...	...	18 0	19 0	22 0	18 0	20 0	21 0	160 0	160 0	10 0	10 0
Sitapur	15 0	14 12	18 0	19 0	8 0	8 0	14 0	13 0	22 0	18 0	15 0	12 0	21 0	22 0	19 0	19 0	18 0	18 8	20 0	27 0	19 8	20 0	160 0	160 0	10 8	10 0
Kheri	15 0	15 0	20 0	21 0	8 0	8 0	14 0	13 8	...	...	...	...	...	31 0	...	...	19 8	19 0	24 8	...	21 8	24 0	120 0	200 0	11 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	14 6	18 12	18 12	7 8	7 8	8 12	8 9	21 4	21 4	12 8	12 8	...	...	...	...	23 12	18 2	23 8	21 4	25 0	25 0	...	...	14 8	15 3
Bánswára	21 4	23 2	20 0	20 0	7 8	8 2	12 8	12 8	32 8	...	...	...	...	...	...	...	24 8	25 0	38 0	31 4	17 8	17 8	...	...	10 0	9 10
Meywar (Oodeypore)	12 1½	11 5½	15 10	15 3½	7 13	7 13	8 9½	8 9½	17 15½	14 7½	14 1	14 1	*Nil*	*Nil*	13 10½	12 8	12 8	12 8	17 15½	15 10	10 8½	9 12¼	160 0	160 0	9 12¼	9 12¼
Sirohee	13 8	13 0	20 0	20 0	6 0	6 0	7 0	7 0	17 0	17 0	18 0	18 0	...	...	20 0	20 0	14 0	14 0	18 0	16 8	10 0	10 8	160 0	160 0	11 8	11 8
Erinpura	14 4	14 4	18 7	18 7	...	...	8 8	8 8	20 0	20 0	20 0	20 0	...	...	...	...	16 11	16 11	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	13 4	13 6	17 0	17 8	4 0	4 0	7 0	5 0	20 0	17 8	16 0	16 8	...	...	...	...	17 0	16 10	19 0	17 8	...	...	80 0	80 0	12 0	12 0
Abu	13 5	13 4	18 0	18 0	6 0	6 4	7 8	7 8	...	...	15 0	16 0	14 0	14 0	16 0	16 0	14 0	14 0	16 0	16 0	10 8	10 8	...	...	11 0	11 0
Kishenguth	14 4	13 0	17 8	16 4	9 0	9 8	10 0	10 8	19 0	16 8	15 0	15 4	‡	...	‡	...	15 12	15 8	17 12	16 0	‡	...	...	...	13 0	13 0
Boondee	21 0	19 0	26 0	25 0	9 0	10 0	9 8	10 8	28 0	24 8	...	...	...	...	...	...	21 0	21 4	28 0	...	10 0	10 0	160 0	160 0	10 8	10 8
Kotah	18 0	16 8	25 0	24 0	6 8	6 8	8 0	8 0	24 0	22 8	10 0	10 0	...	...	...	...	24 0	22 8	20 0	16 0	16 0	16 0	240 0	240 0	10 0	10 0
Jhallawar	15 15	15 2	24 14	24 14	8 14	8 14	11 12½	11 12½	22 7	21 2½	16 1	16 1	...	...	22 2	21 0	18 10½	18 13	23 3½	...	10 3	10 3	175 0	175 0	9 6	9 2½
Tonk	16 8	15 4	22 7	20 6	8 10	8 8	9 10	9 9	22 14	20 10	21 8	...	...	...	...	...	20 14	19 4	21 10	20 2	...	...	80 0	80 0	11 14	11 10
Jeypore	15 4	15 0	20 8	19 8	4 8	4 8	8 4	8 4	20 0	18 0	18 8	16 0	‡	...	15 0	15 0	18-4 to 20 0	17-8 to 17 12	22 0	18 0	22 8	22 0	115 0	115 0	12 0	12 0
Kerowlee	15 10	15 10	21 4	16 9	11 4	10 0	12 8	11 4	21 4	19 6	19 7	20 0	...	...	12 8	12 8	16 4	17 8	...	...	21 4	21 4	210 0	210 0	11 0	10 10
Dholpur	14 13	14 10	19 14	19 3	8 7	8 7	10 6	10 2	18 13	18 3	21 6	18 11	...	...	15 12	15 12	16 15	16 13	...	...	25 0	23 10	90 0	90 0	11 5	11 8
Bhurtpore	15 10	15 4	20 8	19 8	6 8	6 12	9 0	8 4	17 12	17 0	17 8	16 2	...	...	13 12	13 12	18 4	17 12	17 0	20 0	20 4	20 4	240 0	240 0	11 12	11 12
Ulwur	16 2	15 11	21 2	19 15	8 0	8 0	10 2	10 1	21 7	21 7	16 10	16 10	...	...	11 8	11 8	19 7	18 15	20 12	20 11	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	15 11	14 14	22 0	20 6	4 0	4 0	7 0	7 0	19 0	19 4	18 0	19 0	...	...	...	...	19 12	19 8	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	14 2½	13 11½	18 2½	17 9	7 0	7 2¾	8 0	8 2¾	18 8	18 9½	17 0	15 2	...	...	...	...	17 10	16 14½	19 8	17 10	11 8	11 10¾	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	16 0	15 8	20 0	19 0	...	...	16 0	15 0	...	...	...	...	...	...	...	...	14 0	11 0	28 0	22 0	...	...	§	‖	11 0	11 0
Bálmer	13 4	13 4	...	...	5 0	5 0	7 6	7 6	...	...	21 2	19 8	...	...	...	...	13 0	13 0	...	...	...	...	240 0	260 0	14 0	14 0
Anádra	14 12	15 6	19 0	20 0	6 0	6 0	8 0	8 0	...	...	17 0	18 0	...	...	...	...	14 8	15 0	18 0	18 0	11 0	11 0	...	...	12 0	12 0
Shahpoora	15 0	15 0	23 8	21 11	7 8	7 8	10 12	11 1	21 8	21 0	...	18 1½	...	...	...	...	15 3	16 10	...	21 8	...	...	160 0	160 0	11 12	11 12
Western—																										
Jodhpore	12 13	12 8	16 14	17 8	6 4	6 4	7 8	7 8	16 4	15 0	15 0	15 0	...	...	...	...	14 1	13 12	16 4	17 8	...	...	...	...	13 2	13 7
Jeysulmere	12 0	12 0	...	...	8 0	8 0	10 8	10 10	16 0	16 0	14 10	14 12	...	...	...	...	12 12	12 12	...	...	...	...	...	...	21 0	21 0
Bickaneer	12 2	12 0	...	...	2 14	2 14	6 15½	6 5¾	...	...	15 14	15 7	...	...	...	...	15 3¾	14 11½	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 8	14 2	18 0	18 0	8 9	8 9	10 0	10 0	25 0	25 0	19 3	20 0	‡	‡	‡	‡	16 0	16 4	29 0	29 0	20 0	20 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	14 4	13 8	18 0	19 7	7 0	7 0	9 8	9 8	23 3	21 10	19 0	18 3	...	...	...	...	16 2	16 8	26 1	22 12	24 0	24 0	160 0	160 0	12 0	11 14
Baghelkhand (Sutna)	14 14	15 0	15 8	17 0	8 0	8 0	13 8	15 0	...	...	...	...	...	...	...	...	16 14	17 4	...	...	18 8	21 8	160 0	160 0	10 8	10 8
Goona	16 8	16 8	16 0	16 0	8 0	8 0	8 8	8 8	20 0	20 0	...	...	...	...	...	...	19 0	19 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	14 10	14 5½	16 3	18 5	7 1½	6 14½	9 0	9 0	17 0	16 8	16 8	16 3	...	...	17 0	17 0	12 14	13 0	17 13	17 10	14 1½	14 5½	149 0	149 0	11 15	11 15

* Sold in bundles. † Husked. ‡ Not sold. § Nine pies per bundle. ‖ Six pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1890—*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	16 0	16 0	21 0	23 0	...	...	10 0	10 0	20 0	20 0	20 0	19 0	†	†	†	†	22 0	22 0	18 0	19 0	†	†	120 0	120 0	11 8	11 4
Ferozepore	19 0	19 0	25 0	25 0	...	...	10 0	10 0	30 0	30 0	22 0	20 0	†	†	20 0	20 0	24 0	24 0	30 0	26 0	10 0	10 0	105 0	105 0	13 0	13 0
Montgomery	17 0	18 0	25 0	24 0	...	...	10 0	10 0	20 0	16 0	20 0	16 0	‡	‡	32 0	20 0	22 0	22 0	20 0	16 0	8 0	8 0	253 0	253 0	12 0	12 8
Central—																										
Gurgaon	17 0	17 0	20 0	20 0	...	...	10 0	10 0	20 0	19 0	19 0	17 0	†	†	†	†	19 0	20 0	20 0	19 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	16 0	16 0	19 0	19 0	...	...	13 0	13 0	20 0	20 0	17 0	16 0	†	†	13 0	13 0	19 0	19 0	18 0	15 0	20 0	20 0	90 0	90 0	11 0	11 0
Rohtak	17 0	17 0	20 0	20 0	...	...	10 0	10 0	20 0	19 0	20 0	18 0	†	†	16 0	16 0	21 0	21 0	19 0	20 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	18 0	17 0	21 0	22 0	...	...	12 0	12 0	24 0	24 0	18 0	18 0	20 0	20 0	16 0	16 0	21 0	21 0	24 0	28 0	18 0	19 0	120 0	160 0	10 0	9 8
Lahore	18 0	18 0	26 0	26 0	...	...	11 0	10 0	27 0	24 0	20 0	20 0	‡	‡	23 0	23 0	23 0	22 0	27 0	22 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	18 0	17 0	20 0	22 0	...	...	11 0	11 0	22 0	20 0	20 0	18 0	20 0	20 0	10 0	8 0	21 0	21 0	24 0	22 0	16 0	18 0	130 0	120 0	13 0	13 0
Ludhiána	19 0	19 0	22 0	25 0	...	...	12 0	13 0	25 0	23 0	23 0	19 0	†	†	20 0	17 0	23 0	26 0	24 0	25 0	13 0	14 0	110 0	110 0	12 8	13 0
Jullundur	20 0	20 0	25 0	24 0	...	...	8 0	8 0	24 0	23 0	19 0	19 0	*	*	20 0	20 0	22 0	22 0	26 0	24 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	20 0	19 0	26 0	25 0	...	...	10 0	10 0	26 0	24 0	20 0	20 0	12 0	12 0	20 0	20 0	21 0	22 0	25 0	24 0	12 0	12 0	105 0	105 0	13 0	13 0
Gurdáspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	26 0	26 0	14 0	14 0	†	†	12 0	12 0	20 0	21 0	26 0	26 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	19 0	19 0	25 0	26 0	...	...	12 0	12 0	25 0	25 0	18 0	17 0	†	†	23 0	24 0	22 0	22 0	25 0	26 0	†	†	90 0	90 0	12 0	13 0
Hills—																										
Simla	12 0	12 0	15 0	15 0	...	...	8 0	8 0	13 0	13 0	14 0	14 0	17 0	17 0	10 0	10 0	15 0	15 0	14 0	14 0	9 0	9 0	65 0	65 0	8 7	8 15
Kángra	17 0	17 0	24 0	25 0	...	...	14 0	13 0	14 0	13 0	10 0	10 0	25 0	21 0	6 0	7 0	17 0	16 0	20 0	21 0	12 0	12 0	100 0	100 0	10 8	10 0
North-western—																										
Siálkot	18 0	18 0	26 0	28 0	...	...	13 0	13 0	30 0	30 0	25 0	23 0	30 0	‡	28 0	30 0	21 0	22 0	26 0	27 0	12 0	12 0	100 0	120 0	13 8	14 0
Gujránwála	20 0	20 0	31 0	31 0	...	...	13 0	14 0	26 0	26 0	24 0	24 0	†	‡	25 0	25 0	23 0	23 0	24 0	24 0	†	†	85 0	105 0	13 0	13 0
Gujrát	21 0	23 0	22 0	35 0	...	...	11 0	11 0	26 0	27 0	24 0	25 0	†	‡	10 0	12 0	22 0	23 0	26 0	27 0	†	†	140 0	140 0	14 0	14 0
Jhelum	21 0	21 0	28 0	29 0	...	...	10 0	10 0	28 0	24 0	28 0	24 0	*	*	*	*	20 0	21 0	28 0	28 0	*	*	120 0	100 0	14 0	14 0
Ráwalpindi	19 0	19 0	33 0	33 0	...	...	9 0	9 0	40 0	40 0	30 0	30 0	*	*	16 0	16 0	20 0	21 0	30 0	30 0	26 0	25 0	83 0	83 0	13 8	13 8
Hazára	21 0	20 0	34 0	33 0	...	...	11 0	11 0	‡	‡	‡	‡	‡	‡	‡	†	17 0	17 0	28 0	32 0	†	†	100 0	100 0	11 0	11 0
Pesháwar	18 0	18 0	31 0	32 0	...	...	11 0	11 0	35 0	36 0	25 0	25 0	†	†	24 0	23 0	18 0	19 0	25 0	27 0	28 0	29 0	106 0	98 0	40 0	42 0
Kohát	20 0	22 0	34 0	35 0	...	...	16 0	16 0	33 0	33 0	33 0	33 0	†	†	†	†	21 0	23 0	36 0	35 0	18 0	16 0	180 0	180 0	60 0	60 0
Western—																										
Shahpur	19 0	19 0	26 0	26 0	...	...	10 0	10 0	25 0	25 0	25 0	26 0	20 0	20 0	20 0	22 0	23 0	25 0	25 0	25 0	*	*	200 0	200 0	13 0	13 0
Jhang	17 0	17 0	26 0	26 0	...	...	9 0	8 0	20 0	20 0	16 0	16 0	25 0	24 0	22 0	23 0	17 0	18 0	18 0	18 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	26 0	27 0	...	...	12 0	12 0	25 0	24 0	22 0	22 0	†	†	20 0	20 0	18 0	18 0	20 0	20 0	†	†	100 0	90 0	13 0	13 0
Bannu	22 0	24 0	44 0	52 0	...	...	13 0	13 0	53 0	55 0	35 0	35 0	8 0	8 0	8 0	9 0	26 0	27 0	49 0	51 0	14 0	16 0	80 0	80 0	40 0	40 0
D. I. Khan	20 0	20 0	31 0	31 0	...	...	9 0	9 0	37 0	34 0	32 0	31 0	‡	‡	6 0	6 0	24 0	24 0	‡	‡	‡	‡	125 0	125 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	14 0	18 0	16 0	17 0	16 0	‡	‡	‡	‡	18 0	19 0	‡	‡	‡	‡	110 0	110 0	12 0	12 0
D. G. Khan	18 0	18 0	25 0	25 0	...	...	8 0	8 0	25 0	25 0	25 0	25 0	‡	‡	‡	‡	18 0	19 0	‡	‡	‡	‡	125 0	125 0	23 12	24 0
Sind and Baluchistan—																										
Kanichi	13 0	13 0	18 0	19 0	8 0	8 0	11 0	11 0	19 0	19 0	17 0	17 0	‡	‡	‡	‡	15 8	16 0	16 0	16 0	9 8	9 8	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	13 0	13 0	19 0	18 8	7 8	7 8	12 0	11 8	22 0	21 8	21 0	19 8	...	...	...	...	16 0	15 8	...	...	...	...	160 0	160 0	11 0	11 0
Thar and Párkar (Umarkot)	15 8	15 8	...	...	...	...	13 8	13 8	...	...	16 8	15 8	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	15 0	15 0	20 0	20 0	8 0	8 0	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	...	...	160 0	160 0	12 0	12 0
Shikárpur	14 0	14 0	19 8	19 8	7 12	7 12	8 10	8 10	22 6	22 7	23 6	26 4	...	...	...	...	17 6	17 6	...	...	10 8	10 8	155 0	155 0	11 6	11 6
Upper Sind Frontier	14 8	13 8	18 0	18 0	8 0	8 0	12 0	12 0	28 0	27 0	24 0	23 0	...	...	...	...	16 8	14 0	16 0	...	10 0	10 0	200 0	200 0	11 0	11 0
Quetta	14 0	14 0	15 8	15 8	5 0	5 0	7 8	7 8	18 0	18 0	...	15 0	...	...	...	...	13 12	13 4	13 0	13 0	...	...	67 8	69 0	8 0	8 0
Bannu	12 0	11 13½	...	...	6 8	7 0	11 0	11 0	16 0	16 0	...	14 0	26 0	26 0	...	...	12 0	11 0	...	...	12 0	11 8	213 5	213 5	11 0	11 0
Kamalgiri	10 9	9 14	...	...	9 4	9 4	11 5	11 5	14 5	14 5	9 13	11 0	18 13	17 10	...	...	12 10	11 14	...	...	15 9	12 4	120 0	120 0	10 6	10 6
Chitabe (Alibág)	8 0	8 0	...	...	7 6	7 6	12 0	12 0	...	...	12 5	12 5	...	...	...	...	11 10	11 10	...	...	7 4	7 4	110 0	110 0	12 8	12 8
Bombay	10 1	10 10	20 12	20 4	7 4	7 9	11 3	11 11	17 11	18 14	14 6	15 11	14 9	16 11	9 7	10 1	13 11	14 6	16 15	16 13	9 6	10 0	79 7	67 3	11 3	11 3
Tanna (Salsette)	10 5½	10 5½	...	...	6 7	6 7	8 3	8 3	...	...	13 13	13 13	16 13½	16 13½	...	...	12 5	12 5	...	...	9 13½	9 13½	80 0	80 0	11 7	11 7
Deccan—																										
Dharwar (Hubli)	18 0	18 0	...	...	10 0	10 0	11 0	11 0	21 0	21 0	19 0	19 0	24 0	24 0	...	...	15 0	15 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	16 8	16 0	33 0	32 0	10 8	10 8	11 8	11 8	20 0	19 8	19 0	19 8	24 0	24 0	24 0	25 0	14 0	14 0	...	...	12 8	12 8	68 0	68 0	12 0	12 0
Satara	12 8	12 8	14 2	14 2	8 3	8 3	10 0	10 0	14 10	14 10	13 4	13 4	16 6	16 6	18 3	18 3	14 5	14 5	17 13	17 13	11 0	11 0	116 8	116 8	11 10	11 10
Sholapur	15 15	15 0	...	...	9 4	9 4	9 13	9 13	21 4	20 13	21 9	21 9	...	...	...	...	17 13	17 13	...	...	16 3	16 0	80 0	80 0	11 4	11 4
Bijápur	16 14	16 14	...	...	7 3	7 3	11 5	11 5	20 15	18 9	23 6½	23 2	...	...	...	...	17 8	17 8	...	...	11 12	11 12	80 0	80 0	9 12	9 12
Poona (City)	11 8	11 8	13 9	13 9	8 9	8 9	9 13	9 13	16 5	16 5	14 15	14 15	16 6	16 6	...	...	12 10	12 10	...	...	18 0	18 0	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	13 6	13 6	...	...	7 6	7 6	9 1	9 1	18 3	18 3	17 8	17 8	...	...	...	...	17 3	17 3	...	...	20 9	20 9	80 0	80 0	12 10	12 10
Násik	17 4	16 9	...	...	9 12	9 12	10 8	10 8	...	...	18 11	18 11	25 0	25 0	...	...	14 4	15 8	...	...	14 6	14 4	128 0	106 10	13 8	13 8
Khandesh (Dhulia)	15 12	15 0	...	...	7 4	7 4	9 6	9 6	24 14	24 14	23 9	22 13	...	...	...	...	12 4	12 14	...	...	18 12	18 12	106 0	106 0	11 6	11 6
Guserat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	9 0	16 0	16 0	15 0	15 0	...	...	6 0	6 0	12 0	12 0	...	...	15 0	15 0	90 0	93 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	...	...	20 0	20 0	100 0	90 0	12 12	12 12
Kaira	13 10	13 10	21 0	21 0	7 4	7 4	10 0	10 0	19 0	19 0	16 0	16 0	21 0	21 0	...	...	14 0	14 0	23 0	23 0	...	...	100 0	100 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 11⅓	9 11⅓	12 0	13 2	6 4½	6 4½	9 11⅓	9 2	16 0	15 6	16 9	15 6	18 4½	17 2	...	...	12 0	12 0	...	...	13 2	12 9	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 8	12 8	20 0	20 0	7 0	7 0	9 0	9 0	16 0	16 0	18 0	18 0	...	...	...	...	16 0	16 0	20 0	20 0	11 8	11 8	80 0	80 0	13 8	13 8
Panch Máhals (Godhra)	10 0	10 0	...	...	8 0	8 7	8 7	8 7	20 0	20 0	16 0	16 0	24 7	24 7	...	...	14 6	14 6	23 5	23 5	10 5	10 5	160 0	160 0	12 2	12 2
Deesa Cantonment	14 0	14 0	...	...	6 0	6 0	8 0	8 0	14 8	14 8	22 8	18 10½	...	...	...	...	18 0	18 0	...	...	13 0	13 0	145 0	145 0	11 8	11 8
Kattywar—																										
Rájkot	15 0	15 4	...	...	6 0	6 0	9 0	10 0	17 0	17 0	15 0	15 0	...	...	...	...	14 3½	14 8	...	...	8 0	8 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	27 9	24 13	...	...	...	...	...	...	14 3	15 2	...	...	11 10	11 10	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	8 12	8 12	10 8	10 8	23 0	23 0	23 0	23 0	...	...	16 0	16 0	15 0	14 11	...	...	13 0	13 0	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 12	13 12	140 0	140 0	9 0	9 0
Betúl	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 12	...	...	13 1	13 1	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 13	28 13	...	...	...	...	...	...	12 0	12 0	160 0	160 0	8 0	8 0	160 0	160 0	8 0	8 0
Nágpur	17 8	16 4	...	...	10 0	8 7	12 8	10 0	22 8	21 4	...	...	...	...	...	...	17 9	17 9	...	...	17 13	18 12	100 0	110 0	9 13	9 13
Wardha	20 0	20 0	...	...	8 0	8 0	11 7	11 7	26 11	26 11	...	...	...	...	...	...	17 2	20 0	...	...	18 12	16 4	100 0	124 0	10 2	10 2
Central—																					21 13	26 11	124 0	124 0	10 2	10 2
Narsinghpur	15 9	15 12	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	19 12	19 12	...	...	22 8	22 4	120 0	120 0	9 2	9 2
Saugor	13 6	13 12	...	...	8 10	8 8	9 8	9 7	...	...	...	...	...	...	...	...	14 2	15 3	...	...	17 1	17 1	160 0	140 0	8 15	9 2
Damoh	18 4	18 4	...	...	12 5	12 5	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 4	16 0	...	...	10 12	10 8	13 0	12 8	15 8	14 8	...	...	...	...	...	...	19 0	18 12	...	...	13 8	14 0	120 0	110 0	9 2	9 0
Mandla	21 0	21 0	...	...	12 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	27 8	27 8	...	...	16 0	13 0	200 0	200 0	9 0	9 0
Seoni	17 15	19 8	...	...	9 12	9 12	14 15	16 0	...	...	...	...	...	...	...	...	16 9	17 15	...	...	15 7	15 7	180 0	180 0	9 2	9 2
Bálághát	21 0	21 0	...	...	13 2	14 7	17 14	17 14	...	...	...	...	...	...	...	...	22 13	21 10	...	...	20 0	20 0	136 0	136 0	9 0	9 2
Bhandára	18 12	18 12	...	...	...	...	13 4	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 12	18 12	200 0	200 0	8 0	8 0
Chánda	15 7	15 7	...	...	...	...	11 13	11 13	20 0	18 0	...	...	...	...	...	...	19 3	19 3	...	...	18 0	18 0	320 0	320 0	7 12	8 12
Eastern—																										
Bilaspur	22 7	26 10	...	...	14 10	15 13	21 1	22 12	...	...	...	...	...	...	...	...	20 0	23 0	...	...	30 10	26 9	80 0	100 0	8 0	8 8
Raipur	21 4	21 4	...	...	12 4	12 4	20 8	18 4	...	...	...	...	...	...	...	...	19 2	19 2	...	...	25 8	25 8	64 0	64 0	10 0	10 0
Sambalpur	20 2	21 0	...	...	15 12	14 14	20 2	20 2	...	...	...	...	...	...	...	...	15 0	15 0	...	...	14 0	13 0	130 0	120 0	8 12	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	26 0	25 0	25 0	24 0	...	...	...	...	16 0	16 0	...	...	16 0	16 0			9 0	9 0
Básim	16 5	15 0	...	...	8 2	6 0	10 8	8 0	20 1	25 8	20 0	16 0	...	...	...	...	16 7	15 0	...	...	16 0	16 0			9 9	9 0
Akola	15 0	15 0	...	...	7 0	7 0	8 0	8 0	23 0	23 0	16 0	16 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0			10 98	10 8 8
Ellichpur	14 4	14 4	...	...	6 4	7 0	7 0	8 0	17 12	16 4	13 4	13 0	...	...	...	...	13 12	13 9	...	...	16 12	17 0			9 8	9 8
Amráoti	15 5	15 0	...	...	6 0	6 0	8 0	8 0	26 6	25 8	16 0	16 0	...	...	...	...	14 11	15 0	...	...	16 0	16 0			9 0	9 0
Wún	16 0	15 12	...	...	8 0	8 0	10 0	10 0	23 0	24 0	...	...	...	...	...	...	16 0	16 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 8	7 8	10 8	11 1	17 1	17 12	...	...	22 3	...	...	...	15 15	16 5	...	...	20 11	20 11	130 0	130 0	9 4	9 2
Boláram	14 0	13 4	...	...	9 9	7 9	9 10	9 5	19	18 10	...	...	...	...	...	...	17 13	17 7	...	...	...	...	116 14	116 14	10 10	9 7
Chadarghat	11 4	11 0	...	...	7 4	8 0	9 12	12 0	21 0	18 0	19 0	18 0	...	...	13 4	...	...	16 8	...	...	...	...	120 0	120 0	9 0	9 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 OCTOBER 1890—*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.
Madras—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Malabar Coast—																										
Malabar	9 0	9 0	...	...	10 8	10 8	10 14	10 14	*	*	*	*	21 14	21 14	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	9 11	9 2	...	...	11 2	11 2	12 13	12 13	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	126 6	126 6	13 5	13 5
South, central—																										
Coimbatore	10 11	11 8	...	...	11 5	11 5	11 13	11 13	18 14	19 10	20 11	19 2	24 10	26 3	...	...	...	...	...	...	...	...	133 11	133 11	12 3	12 3
Nilgiris	11 6	11 6	...	...	9 3	9 3	9 10	9 10	20 0	20 0	16 13	16 13	20 3	20 3	...	...	...	...	...	...	...	...	274 3	274 3	11 0	10 2
Salem	10 11	10 3	...	...	10 13	10 13	13 3	12 13	22 5	22 5	24 10	24 10	27 6	27 6	...	...	...	...	...	...	...	...	186 10	186 10	13 0	13 0
Central—																										
Bellary	16 5	15 6	...	...	11 13	12 5	13 0	13 3	27 13	27 13	23 8	23 0	29 2	28 2	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	25 13	22 10	22 10	27 3	27 3	...	...	...	...	...	...	...	...	97 3	97 3	11 5	11 5
Cuddapah	14 0	14 0	...	...	11 2	11 10	12 14	12 14	21 5	21 5	26 2	*	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 3	12 3
Kurnool	14 10	14 10	...	...	10 11	10 11	11 6	11 6	28 2	28 2	20 0	22 8	*	*	...	...	...	...	...	...	...	...	138 14	138 14	11 11	11 11
East Coast, north—																										
Ganjam	10 11	10 11	...	...	13 8	13 8	14 0	14 0	*	*	*	*	25 8	25 8	...	...	...	...	...	...	...	...	114 6	114 3	11 13	10 11
Vizagapatam	14 0	14 0	...	...	10 2	10 2	11 5	11 5	28 2	28 2	31 11	31 11	28 5	28 5	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	11 11	11 5	...	...	13 14	13 14	15 0	15 0	23 0	23 0	28 3	22 14	29 2	29 2	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	12 10	12 10	13 3	13 3	18 6	18 6	*	*	26 13	26 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	12 0	12 0	...	...	11 2	11 2	12 11	12 11	20 10	22 11	18 13	23 8	23 0	25 0	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 14	10 10	...	...	10 8	10 6	11 2	11 0	18 14	19 5	19 11	19 2	23 2	23 5	...	...	...	...	...	...	...	...	102 2	102 2	13 2	13 2
Chingleput	*	*	...	...	10 8	10 8	11 11	11 0	*	*	*	*	23 5	22 10	...	...	...	...	...	...	...	...	122 8	122 8	11 10	11 10
N. Arcot	9 6	9 6	...	...	10 5	10 5	12 3	11 5	25 8	25 8	23 2	23 2	29 14	29 2	...	...	...	...	...	...	...	...	160 10	160 10	11 5	11 5
S. Arcot	8 10	8 10	...	...	10 6	10 6	10 14	11 6	*	*	23 2	26 3	22 5	22 5	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	10 13	10 6	13 6	12 8	*	*	26 13	23 14	24 3	22 11	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	10 10	10 10	...	...	9 6	9 6	9 10	9 13	17 8	16 13	17 13	17 13	21 0	21 0	...	...	...	...	...	...	...	...	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	9 3	9 3	...	...	9 2	9 8	10 6	10 6	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	14 13	14 13
Madura	10 2	10 2	...	...	9 11	10 8	10 2	11 0	19 6	16 3	19 2	18 6	21 11	21 11	...	...	...	...	...	...	...	...	140 14	145 13	13 10	13 10
Mysore—																										
Mysore	11 8	11 8	10 8	10 8	9 0	9 0	10 4	10 4	34 8	34 0	15 0	18 0	27 8	27 12	14 8	14 8	10 8	10 8	...	...	17 8	17 8	90 0	90 0	9 0	9 0
Bangalore	13 8	13 8	10 8	10 8	8 8	8 8	9 8	9 8	22 0	22 0	...	...	30 0	31 4	...	...	10 8	11 0	...	...	17 0	16 8	72 0	72 0	9 8	9 0
Kolar	12 0	12 4	11 0	11 4	10 8	11 0	11 0	12 4	...	...	...	...	34 0	30 0	...	...	10 8	10 4	...	...	18 0	16 8	120 0	120 0	9 8	9 4
Túmkúr	12 0	12 0	11 0	11 0	10 8	10 8	12 0	12 0	...	...	...	...	40 0	40 0	...	...	11 0	11 0	...	...	20 0	20 0	340 0	340 0	9 8	9 8
Hassan	...	...	11 0	10 0	10 0	9 8	11 0	10 8	...	...	...	...	38 0	36 0	...	...	9 0	9 8	...	...	15 0	13 0	72 0	72 0	7 0	7 8
Kadur	10 0	10 0	10 0	10 0	11 0	10 0	14 0	12 0	...	...	...	...	28 0	28 0	...	...	11 0	12 0	...	...	11 0	10 0	240 0	240 0	8 0	8 0
Shimoga	13 10	14 11	...	...	10 8	9 7	12 10	11 9	23 2	23 2	...	...	30 7	28 6	...	...	11 0	11 9	...	...	14 11	...	480 0	480 0	8 6	8 6
Chitaldroog	15 0	14 0	16 0	15 0	11 0	11 0	12 0	12 0	30 0	30 0	24 0	24 0	36 0	36 0	44 0	44 0	12 0	12 0	...	...	16 0	16 0	320 0	320 0	9 0	8 8
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 0	10 0	11 8	11 8	...	...	...	...	32 0	33 0	...	...	14 0	13 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.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

(STATISTICS.)

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in Maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town, and Karachi during the month of September, 1890.

Articles, and whither imported.	Whence exported.											
	Madras.	Bombay.	Sindh.	Bengal.	N.-W. P. and Oudh.	Punjab.	Central Provinces.	Berar.	Assam.	Rajputana and Central India.	Nizam's Territory.	Mysore.	Total.
Cotton, raw—	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		Mds.
Calcutta	...	...	...	2,907	8,519	...	...	...	...	787	...	...	12,213
Bombay Town	1,573	19,172	...	...	...	...	227	725	...	2,416	5,267	...	29,380
Karachi	...	...	1,713	...	...	6	...	...	...	...	...	...	1,719
TOTAL	1,573	19,172	1,713	2,907	8,519	6	227	725	...	3,203	5,267	...	43,312
Wheat—													
Calcutta	...	...	...	1,95,451	25,867	12,940	1,790	200	...	..	...	...	2,36,248
Bombay Town	...	42,179	...	...	666	11,327	67,140	3,385	...	14,271	...	...	1,38,968
Karachi	...	...	3,31,366	...	...	4,16,570	...	...	...	...	...	...	7,47,936
TOTAL	...	42,179	3,31,366	1,95,451	26,533	4,40,837	68,930	3,585	...	14,271	...	...	11,23,152
Linseed—													
Calcutta	...	...	...	4,38,965	79,088	...	5,966	6,886	...	3,025	...	...	5,33,930
Bombay Town	474	15,773	...	...	625	...	37,909	27,343	...	3,261	3,386	...	88,771
Karachi	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	474	15,773	...	4,38,965	79,713	...	43,875	34,229	...	6,286	3,386	...	6,22,701
Indigo*—													
Calcutta	...	...	...	320	196	13	...	...	...	...	...	...	529
TOTAL	...	...	..	320	196	13	...	...	...	...	...	...	529
GRAND TOTAL	2,047	77,124	3,33,079	6,37,643	1,14,961	4,40,856	1,13,032	38,539	...	23,760	8,653	...	17,89,694

* The imports of indigo into Bombay Town and Karachi are not returned.

DEPT. OF REVENUE AND AGRICULTURE,
The 3rd December, 1890.

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, 1890.

No. 1.—As to Age and Sex.

	Demerara.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Under 2 years	11	15	26	...	11	15	26
From 2 to 10 years	45	37	82	...	45	37	82
„ 10 to 20 „	52	25	77	...	52	25	77
„ 20 to 30 „	308	117	425	...	308	117	425
„ 30 to 40 „	30	18	48	...	30	18	48
„ 40 to 50 „	...	...	...	...	...	...	...
Above 50 years	...	...	...	...	...	...	...
Grand Total	446	212	658	...	446	212	658

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

Orissa	1	...	1	...	1	...	1
Western Bengal	...	...	...	...	...	...	...
Central „	...	...	...	...	...	...	...
Eastern „	...	...	...	...	...	...	...
Behar	64	31	95	...	64	31	95
North-Western Provinces	231	133	364	...	231	133	364
Oudh	140	34	174	...	140	34	174
Central India	1	...	1	...	1	...	1
Punjab	...	...	...	...	...	...	...
Nepal and Native States	3	2	5	...	3	2	5
Mixed Bombay and Madras	6	12	18	...	6	12	18
Grand Total	446	212	658	...	446	212	658

No. 3.—As to Caste and Religion.

Brahmins and high castes	...	1	1	...	...	1	1
Agriculturists	166	62	228	...	166	62	228
Artisans	37	20	57	...	37	20	57
Low castes	188	112	300	...	188	112	300
Musulmans	55	17	72	...	55	17	72
Christians	...	...	...	...	...	...	...
Grand Total	446	212	658	...	446	212	658

Memorandum.	Male.	Female.	Total.
1. Hindus	391	195	586
2. Musulmans	55	17	72
3. Christians	...	...	...
Total	446	212	658

J. W. P. MUIR-MACKENZIE,
Under-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.

No. 50. } CALCUTTA, SATURDAY, DECEMBER 13, 1890.

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, December 1st, 1890.

The weather of the past week has been very unusual in character in Upper India. The weather has throughout the whole week been more or less disturbed, and dependent apparently upon conditions in Beluchistan and Afghanistan. Skies have been clouded in Sind, the Punjab, and Rajputana during the week, and rain fell on every day. The rainfall was heaviest in the Indus Valley districts and probably in the neighbouring districts of Beluchistan and Afghanistan, and diminished rapidly eastwards in amount, and did not extend generally into the Punjab, Himalayan districts, or the South-East Punjab districts (including Umballa, Ludhiana, Delhi, Rohtak, Gurgaon, and Hissar). The continued cloudy weather in Upper India has very largely influenced the temperature conditions of Northern and Central India. In the area of cloudy weather, including Sind, the Punjab, and Rajputana, the day temperature was considerably below the normal, and the night temperature largely above it. Hence the mean temperature was in excess to a moderate extent, and the diurnal range of temperature small in amount and much less than usual. In the districts to the east and south, including the North-Western Provinces, Central India, and the Central Provinces, temperature was above the normal, both by day and night. This was due chiefly to the absence of the normal, dry, cool, westerly winds of the season and the prevalence of local airs or light easterly winds.

One of the most important features of the meteorology of India in November and December is the position of the belt or area of low pressure in the Bay of Bengal. During the south-west monsoon proper, the area of lowest pressure covers Sind and the South-West Punjab. The termination of the rains is marked by a rapid increase of pressure in North-Western India, and hence by the transfer of the low-pressure area southwards and eastwards. In Novem-

ber it generally occupies the centre of the Bay, and is transferred southwards in December to the equatorial belt, when the north-east monsoon proper is established over the whole of the Bay of Bengal. This period of the southerly march of the low-pressure area, until its absorption in the equatorial area of permanent low pressure, is the period of the retreating south-west monsoon during which Madras receives its so-called north-east monsoon rains. The distribution of these rains depends very largely upon the position and character of the low-pressure area or belt in the Bay. Sometimes, as was the case last year, pressure increases much more rapidly and largely in North-Western and Western India than usual, and the low-pressure belt is thrust further eastwards than usual, and covers the Andaman Sea and south-east of the Bay, and does not extend (except occasionally) across the Bay to the Coromandel coast. In such seasons Madras receives much less rain than usual in November, whilst Lower Burma, Tenasserim, and the south-east of the Bay obtain larger amounts.

The charts of the past week have shown that the pressure conditions and the position of the low-pressure belt in the Bay have been inimical to general rain in Madras. Pressure has been throughout the whole week excessive in the Peninsula, and the low-pressure area has covered the south-east of the Bay and has never extended across to the Coromandel coast districts.

The barometric changes in India during the week were generally small in amount. The barometer has moved somewhat irregularly in Beluchistan and North-Western India, and a shallow depression covered Sind and Beluchistan on the 25th, 26th, and 27th, and filled up on the 28th. A second depression formed in the South-West Punjab and Upper Sind on the 29th, but filled up on the 1st apparently without advancing. Hence, so far as can be judged, these two shallow depressions formed in Beluchistan and the neighbouring districts of Sind and the Punjab, and were practically stationary, and filled up after they have given moderately heavy rain to the area of depression and the districts to the north.

Temperature.—The temperature conditions continue to show very large and marked variations from the normal. During the month of October and the first ten days of November temperature was more or less considerably below the average of the period in Northern India, and was in moderate excess in the Peninsula. Temperature began to increase rapidly with respect to the normal in Northern India in the second week of November, and has been since largely in excess in North-Western and Central India. The increased temperature has been very marked during the past week in the Punjab, Sind, Rajputana, and Central India, over the whole of which the mean temperature of the week has been about 4° above the normal. The following table gives the variations of the mean temperature from the normal, day by day, during the past week, in different provinces :—

	Variation of mean temperature from normal.							
	Nov. 25th.	Nov. 26th	Nov. 27th.	Nov. 28th.	Nov. 29th.	Nov. 30th.	Dec. 1st.	Mean of week.
Burma	−2·6	−1·2	−0·3	+0·3	−0·3	−1·5	−1·7	−1·0
Bengal	−1·1	−1·5	−1·9	−1·5	−0·9	−1·1	−1·4	−1·3
Madras	−0·1	−0·5	−1·0	−1·1	−1·3	+0·3	+0·3	−0·5
North-Western Provinces	+3·0	+2·8	+2·7	+2·1	+2·1	+1·5	+4·1	+2·6
Bombay	+0·5	+0·4	+0·6	−0·1	−0·5	+0·4	−0·5	+0·1
Central Provinces	+2·1	+2·0	+1·8	+1·3	+1·5	+1·1	+1·9	+1·7
Central India	+5·1	+3·1	+3·5	+3·5	+2·0	+2·9	+2·9	+3·3
Sind and Rajputana	+4·7	+3·1	+3·6	+2·3	+0·9	+7·2	+5·2	+3·9
Punjab	+5·2	+4·3	+3·2	+3·0	+5·2	+6·5	+3·2	+4·4

The variations in Sind, Rajputana, and the Punjab have been almost entirely due to the prevalence of very cloudy weather during the week. In consequence the day temperature has been throughout considerably below the normal, whilst the night temperature was largely above it. Thus on the 26th the day temperature in Sind, Rajputana, and the Punjab was, on the average of the whole area, 7° below the normal, and the night temperature 14° above it. Similarly, on the 30th the day temperature in the Punjab was on the average 5° in defect, and the night temperature 11° in excess. The daily range of temperature in the Punjab during the week was in fact about 20° less than usual, the mean range in November in Upper India being nearly 35°. In other provinces the day and night temperature were similarly influenced by the weather conditions of the period, both being decreased by nearly equal amounts in Madras, Burma, and Bengal, and nearly equally increased in the North-Western Provinces, Central India, the Central Provinces, and Bombay Deccan.

Rain.—The conditions under which the rainfall of the week occurred have been stated above. Assuming that an average rainfall of less than a tenth of an inch is practically *nil*, no rain has fallen over by far the greater part of the country. The only areas which have received rain include the Punjab, Sind, the southern districts of Madras, Malabar, and Tenasserim, and the coast districts of Pegu. The rainfall was unusually heavy in Sind and the Punjab. By far the largest amount fell in the Indus Valley districts from Kurrachee to Peshawar.

The south-eastern districts of the Punjab, including Delhi, Hissar, Rohtak, Gurgaon, Kurnool, Umballa, Ludhiana, Jullundur, Hoshiarpur, received no rain. The following districts received an average fall exceeding one inch :—

Province.	District.	Average rainfall of week.	Approximate average, November and December.
PUNJAB	Peshawar	4·41	1·2
	Hajara	3·35	1·2
	Kohat	2·20	1·2
	Rawalpindi	1·96	1·9
	Bannu	2·71	0·6
	Dera Ismail Khan	1·87	0·4
	Dera Ghazi Khan	1·50	0·4
SIND	Kurrachee	4·34	0·2
	Shikarpur	2·68	0·2

The excessive character of the rainfall of the past week is sufficiently indicated by this statement. It shows that the heavy rainfall was confined to the Indus Valley, and that it was largest in amount in Sind and in the western districts of the Punjab, and that in the latter it increased regularly in amount from Mooltan and Dera Ghazi Khan northwards to Peshawar where it was absolutely largest. It was, on the other hand, relative to the normal, largest in Lower Sind where from ten to thirty times as much was received as usually falls during the two months of November and December.

Madras is the only area which usually receives general rain at this period of the year. The pressure conditions during the past week were very unfavourable to its occurrence, as the low-pressure area in the Bay, instead of extending across to the Coromandel coast, was restricted to the Andaman Sea and the south-east of the Bay. Hence Tenasserim and Lower Pegu (and probably the Bay Islands) received somewhat more rain than usual, whilst there was an almost entire absence of rainfall over the greater part of Madras. The southern districts of the Coromandel coast area, including Chingleput, South Arcot, Tanjore, and Trichinopoly, are the only areas which received moderate rain, and obtained on the average of the whole area about ·9 inch or three-quarters of their normal amount. The rainfall in these districts was, however, very unequally distributed ranging from *nil* to 9·8 inches at Negapatam.

Province.	Division.	Rainfall data for week ending December 1st, 1890. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from October 14th to December 1st, 1890. Average actual rain all of season to date.	Average normal rainfall, October 14th to December 1st.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·20	0·15	+0·05	2·38	5·02	— 53
	Lower Burma	0·20	0·20	+0·00	5·42	5 87	— 8
	Central do.	0	0·15	—0·15	4·49	4·25	+ 6
	Upper do.	0	?	?	3·20	?	?
	Arakan	0	0	0	5·81	5·35	+ 9
Bengal and Assam	Eastern Bengal	0	0·12	—0·12	3·80	3·63	+ 5
	Assam (Surma)	0	0·08	—0·08	2 00	3·56	— 27
	Do. (Bramaputra)	0	0·20	—0·20	3·45	2·48	+ 39
	Deltaic Bengal	0	0·03	—0·03	5·88	2·85	+106
	Central do.	0	0·02	—0·02	4·84	2·47	+ 96
	North do.	0	0 02	—0·02	10·77	2·40	+349
	Orissa	0	0·22	—0·22	4·81	4·96	— 3
	Chota Nagpur	0	0 11	—0·11	0·85	1 08	— 49
	Behar (South)	0	0 10	—0 10	1·34	1·52	— 12
	Do. (North)	0	0 05	—0 05	3·20	1·31	+144
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0 01	—0·01	0·35	0·89	— 61
	Oudh (South)	0	0 03	—0 03	0·07	0·35	— 80
	Do. (North)	0	0 02	—0·02	0·27	0·13	+108
	North-Western Provinces (Central)	0	0 01	—0·01	0·08	0·39	— 79
	North-Western Provinces (West)	0	0·03	—0·03	0·01	0·08	— 88
	North-Western Provinces (Sub-montane)	0·01	0·03	—0·02	0·37	0·34	+ 9
Punjab	Punjab (South)	0·28	0·03	+0·25	0 40	0·13	+208
	Do. (Central)	0·11	0·03	+0·08	0·19	0·23	— 17
	Do. (Sub montane)	0·03	0·07	—0 04	0·26	0·16	+ 63
	Do. (Hill Districts)	0·32	0·16	+0·16	0·63	0·61	+ 3
	Do. (North-west)	1·65	0·25	+1·40	2·40	0·82	+193
	Do. (West)	1·09	0·04	+1·05	1·15	0·19	+505
Bombay and Malabar Coast Districts (Madras).	Malabar	0·31	0·57	—0 26	9 03	10 17	— 11
	Madras (South Central)	0·03	0 65	—0·02	8 49	10 14	— 16
	Coorg	0	0·24	—0·24	6·98	8 29	— 15
	Mysore	0	0 17	—0·17	7·18	4 60	+ 56
	Konkan	0	0·06	—0 06	1 84	1·97	— 7
	Bombay Deccan	0	0 10	—0·10	4·23	3·27	+ 29
	Hyderabad (North)						
	Khandeish	0	0·19	—0·19	1·89	2·72	— 30
Central Provinces and Berar.	Berar	0	0·14	—0·14	1·60	2·07	— 23
	Central Provinces (West)	0	0·09	—0·09	1·95	1·07	+ 82
	Do. (Central)	0	0·09	—0 09	1·67	0·94	+ 78
	Do. (East)	0	0	0	1·13	1·04	+ 9
Bombay (North)	Guzerat	0	0·04	—0·04	0·04	0·48	— 92
	Kattiawar	0	0	0	0	0·24	—100
	Sind	1·24	0·03	+1·21	1·36	0·10	?
Rajputana and Central India.	Central India (East)	0	0·13	—0·13	0·03	0·65	— 95
	Rajputana (East), Central India (West)	0·03	0·01	+0·02	0·54	0·30	+ 80
	Rajputana (West)	0	0·01	—0·01	0	0·12	—100
Madras	East coast (North)	0	0·50	—0·50	7·07	7·61	— 7
	Do. (North) A	0	?	?	4·20	?	?
	Hyderabad (South)	0	0·10	—0·10	2·07	1·97	+ 5
	Madras (Central)	0	0·37	—0·37	4·41	4·25	+ 4
	East coast (Central)	0·01	1·48	—1·47	7·78	12·81	— 39
	Do. (South)	0·87	1·25	—0·38	9·76	13·49	— 28
	Madras (South)	0·18	0·86	—0·68	10·28	10·63	— 3

JOHN ELIOT,
Meteorological Reporter to the Government of India.

SIMLA, *4th December, 1890.*

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXII of 1890-91.

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 16th November, 1889. Total mean length open.	Receipts. Total.	Per mile open.	Week ending 15th November, 1890. Total mean length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 16th November, 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 15th November, 1890. Total.	Per mile open per week.	Total Increase in 1890-91.	Total Decrease in 1890-91.
	State Lines worked by Companies.		₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
22nd Nov., 1890	East Indian (*a*)	1,526	9,37,137	64	1,526	8,32,892	546	2,67,83,872	532	2,48,84,164	494	...	18,99,708
22nd ditto	Patna-Gya	57	10,836	190	57	8,608	151	3,19,769	169	3,09,943	164	...	9,826
8th ditto	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 60,743	54	(*d*) 60,085	54	...	658
22nd ditto	Bengal-Nágpur (*e*)	305	36,931	121	585	42,012	72	10,90,745	109	18,78,818	100	7,88,073	...
15th ditto	Indian Midland (*f*)	752	86,481	115	752	59,783	80	18,25,883	81	18,61,663	76	35,780	...
22nd ditto	Rajputana-Malwa	1,672	3,70,425	222	1,672	2,84,003	170	1,18,61,743	217	97,66,801	179	...	20,94,942
22nd ditto	Southern Maratha	978	84,971	87	1,043	73,927	71	25,59,555	88	27,74,233	82	2,14,678	...
22nd ditto	Ditto Mysore section	296	23,035	78	296	23,753	80	5,92,470	71	7,67,810	79	1,75,340	...
15th ditto	Villupuram-Guntakal	83	4,111	50	83	3,612	44	1,57,489	58	1,48,668	55	...	8,821
15th ditto	Bengal and North-Western* (*g*)	649	87,075	134	691	91,010	132	26,72,168	125	26,83,756	122	11,588	...
	Total	6,318	16 41,002	260	6,705	14,19,597	212	4,79,24,437	238	4,51,35,941	206	...	27,88,496
	State Lines worked by the State.												
22nd Nov., 1890	North Western	2,477	(*h*) 6,49,115	262	2,395	(*i*) 5,64,780	236	(*h*) 1,76,59,257	217	(*i*) 1,62,05,934	207	...	14,53,323
15th ditto	Oudh and Rohilkhand	692	1,59,549	231	692	1,19,441	173	46,92,580	205	41,82,587	183	...	5,09,993
15th ditto	Lucknow-Sitapur-Seramau	105	6,325	60	105	4,604	44	1,96,821	57	1,88,957	55	...	7,864
15th ditto	Eastern Bengal	747	2,72,947	365	763	2,65,780	348	68,48,403	290	69,35,223	277	86,820	...
15th ditto	Bengal Central†	125	13,997	112	125	13,280	106	4,84,329	117	3,99,826	97	...	84,503
15th ditto	Nalhati	27	2,166	80	27	1,350	50	61,029	68	57,987	64	...	3,042
22nd ditto	Wardha Coal (*j*)	45	17,080	379	45	20,199	449	4,88,279	330	6,06,405	412	1,18,126	...
15th ditto	Cherra-Companyganj	7	409	58	8	385	48	6,178	25	10,711	41	4,533	...
15th ditto	Jorhat	25	895	36	28	1,140	41	39,220	47	41,501	44	2,281	...
15th ditto	Burma (*k*)	553	87,788	159	556	96,301	173	28,62,409	158	31,58,562	174	2,96,153	...
	Total	4,803	12,10,271	252	4,744	10,87,260	229	3,33,38,505	213	3,17,87,693	205	...	15,50,812
	Lines worked by Guaranteed Companies.												
15th Nov., 1890	Great Indian Peninsula	1,447	7,69,592	532	1,447	5,46,430	378	1,97,17,560	416	2,07,11,886	439	9,94,326	...
22nd ditto	Bombay, Baroda and Central India	461	2,47,993	538	461	1,91,000	414	77,85,699	514	75,82,569	503	...	2,03,130
22nd ditto	Madras	840	1,80,144	214	840	1,85,525	221	58,40,921	212	59,29,716	216	88,795	...
15th ditto	South Indian	654	1,09,023	167	655	91,336	139	36,82,142	171	39,07,800	182	2,25,658	...
	Total	3,402	13,06,752	384	3,403	10,14,291	298	3,70,26,322	331	3,81,31,971	343	11,05,649	...
	GRAND TOTAL (Guaranteed and State)	14,523	41,58,025	286	14,852	35,21,148	237	11,82,89,264	252	11,50,55,605	237	...	32,33,659
	Gross Estimated Expenses	...	...	...	...	...	...	6,21,88,062	132	6,00,99,136	124	...	20,88,926
	Net Receipts	...	...	...	...	...	..	5,61,01,202	120	5,49,56,469	113	...	11,44,733
	Assisted Companies.												
22nd Nov., 1890	Tarakeshwar	22	4,803	218	22	4,225	192	1,75,587	239	1,69,691	231	...	5,896
8th ditto	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 2,24,363	108	(*d*) 2,18,672	105	...	5,691
8th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 2,96,056	119	(*d*) 3,12,291	125	16,235	...
	Total	22	4,803	218	22	4,225	192	6,96,006	127	7,00,654	128	4,648	...
	Native States Lines worked by Companies.												
15th Nov., 1890	The Nizam's Guaranteed State	354	57,874	163	354	27,715	78	14,39,067	124	15,62,931	135	1,23,864	...
22nd ditto	The Gaekwar's Dabhoi	59	2,717	46	72	2,410	33	85,364	44	1,25,611	57	40,247	...
22nd ditto	The Gaekwar's Mehsana	27	1,038	38	27	600	22	33,127	37	28,355	32	...	4,772
22nd ditto	The Gaekwar's Petlad	...	...	...	13	510	39	...	...	(*m*) 26,396	73	26,396	...
	Total	440	61,629	140	466	31,235	67	15,57,558	108	17,43,293	116	1,85,735	...
	Native States Lines worked by the State.												
22nd Nov., 1890	Rajpura-Bhatinda	...	(*n*)	...	108	10,358	96	(*n*)	...	3,25,163	92	3,25,163	...
	Native States Lines.												
22nd Nov., 1890	Jodhpore	124	6,940	56	124	5,100	41	2,15,187	53	2,26,222	56	11,035	...
22nd ditto	Bhavnagar-Gondal-Junagarh-Porbandar	329	28,292	86	334	17,664	53	8,07,847	90	9,57,561	88	1,49,714	...
22nd ditto	Morvi	68	2,817	41	94	9,291	99	1,18,669	53	1,95,068	63	76,399	...
	Total	521	38,049	73	552	32,055	58	11,41,703	74	13,78,851	76	2,37,148	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 9th November, 1889.
(*d*) Total receipts from 1st April to 8th November, 1890.
(*e*) Includes the Asansol-Goilkera section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Includes the Tirhoot State Railway.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*i*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*j*) Includes Warora Colliery.
(*k*) Includes the Toungoo-Mandalay Railway.
(*l*) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(*m*) Total receipts from 5th May to 15th November, 1890.
(*n*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

CALCUTTA,
11th December, 1890.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	9 14	14 2	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	13 0	12 6	14 0	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14⅜	17 14⅜
Moulmein and Amherst	7 14	7 14	...	...	10 6	10 6	12 2	12 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	19 12	19 12
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 4	10 4	15 0	15 0	...	...	...	...	...	...	...	...	11 3	11 3	...	...	...	...	157 0	157 0	16 0	16 0
Rangoon	7 6	7 6	...	...	11 2	14 3	12 1	16 10	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 12	10 13	12 5	12 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	13 0	12 0	16 5	17 7	...	...	...	...	...	...	...	...	11 7	11 7	...	...	...	...	230 0	236 8	15 12	15 12
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	9 1	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 5	12 5	14 6	14 0	...	...	...	...	...	...	...	...	12 0	11 14	...	...	8 6	8 6	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	12 10	10 9	12 10	10 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	11 3	12 4	15 9	16 9	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	13 6	...	...	15 9	15 9	17 4	17 4	...	...	...	...	...	...	...	...	16 0	16 0	56 6	32 3	...	...	392 0	392 0	11 9	11 9
Upper Burma—																										
Mandalay	10 14	11 11	...	...	10 14	11 6	12 0	12 10	...	...	...	...	...	...	...	...	9 10	10 0	22 13	22 13	8 9	9 3	65 0	60 0	15 3	16 14
Arakan—																										
Sandoway	...	...	...	...	25 6	25 6	30 13	33 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 0	10 13
Kyaukpyu	...	...	...	...	19 9	19 10	21 2	21 2	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	16 8	16 8
Akyab	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	9 0	9 0	140 0	120 0	11 0	10 0
Assam—																										
Surma—																										
Sylhet	13 4	13 4	...	...	10 0	10 0	12 4	12 4	...	...	...	...	...	...	...	...	16 0	15 8	...	...	...	...	108 0	108 0	9 12	9 8
Cachar	8 0	8 8	...	...	9 6	9 6	12 8	11 8	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	80 0	80 0	9 6	9 6
Khási and Jaintiá Hills	...	...	...	...	5 0	5 8	7 0	7 0	...	...	...	...	...	...	...	...	8 0	9 0	16 0	16 0	...	...	100 0	160 0	7 0	8 0
Gáro Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	7 0	6 8	12 0	12 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	15 0	15 0	80 0	80 0	9 0	9 0
Kámrup	10 0	10 0	...	...	8 0	7 0	14 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	7 0	7 0	...	...	13 *0	12 8	16 0	14 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	...	...	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	9 0	...	...	...	...	120 0	120 0	9 0	9 0
Sibságar	...	...	...	...	6 8	6 8	18 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	40 0	40 0	8 0	8 0
Lakhimpur	9 0	9 0	...	...	6 8	6 8	12 0	11 8	...	...	...	...	...	...	...	...	13 0	12 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	10 5	11 6¼	11 6½	12 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	(a)	...	(a)	(a)	(a)	(a)	(a)	(a)	...	...	...	...	...	...	...	...	(a)	(a)	...	...	...	...	...	...	(a)	(a)
Nágá Hills	...	...	...	..	4 0	4 0	8 0	8 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 12	11 8	13 4	13 0	...	...	...	...	...	...	...	...	17 4	17 0	...	...	13 0*	12 12*	100 0	100 0	10 10	10 10
Noakholly	...	...	...	...	14 0	14 0	15 0	15 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	12 0	12 0	15 12	15 12	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	110 0	110 0	10 0	10 0
Tipperah	10 0	13 5½	...	...	10 0	11 7	13 14⅓	14 8⅝	...	...	...	...	...	...	...	...	16 0	10 0	...	...	10 0	8 0	...	...	10 0	10 0
Dacca	12 0	12 0	14 0	14 0	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	120 0	120 0	9 12	9 12
Mymensingh	12 0	10 8	...	...	10 0	10 0	13 0	11 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	11 0	...	...	9 8	10 0
Deltaic—																										
Khoolna	...	...	...	...	12 0	12 0	14 8	14 4	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	160 0	160 0	8 0	8 0
24-Pergunnahs	14 0	14 8	20 0	19 0	8 0	8 0	15 0	14 0	...	...	...	...	...	...	7 0	7 0	20 0	19 0	...	...	14 8	17 0	100 0	100 0	10 12	10 12
Midnapore	10 8	10 8	...	...	13 0	11 0	16 12	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	11 8	120 0	120 0	10 8	10 8
Howrah	...	...	...	...	10 0	10 0	14 0	13 8	...	...	...	...	...	...	...	...	20 0	19 0	...	...	12 8	12 8	100 0	100 0	10 8	10 8
Calcutta	13 6	13 4	17 15	17 11	8 12	8 14	13 1	12 11	...	...	8 14	8 2	...	...	8 14	8 14	17 7	17 9	17 13	19 8	15 6	15 3	90 4	92 8	10 4	10 8
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 4	15 4	16 0	†	11 6	11 10	13 10	13 10	...	...	...	...	...	...	...	...	20 10	21 5½	...	...	16 0	16 13	...	...	9 13	9 13
Jessore	13 0	13 0	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 2
Furreedpore	16 0	16 0	20 0	20 0	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	10 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	14 0	15 0	18 0	20 0	17 0	15 0	19 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	32 0	28 0	18 0	18 0	280 0	240 0	10 8	10 0
Burdwan	14 0	13 0	...	...	12 6	12 6	16 9	16 9	...	...	...	...	...	...	...	...	18 12	19 0	...	...	18 8	17 12	100 0	100 0	11 2½	11 2½
Beerbhoom	17 4	17 4	...	...	13 8	13 8	16 8	16 8	...	...	...	...	...	...	...	...	18 12	19 8	...	...	13 8	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	22 8	...	...	16 0	17 12	200 0	200 0	10 12	11 4
Sonthal Pergunnahs	14 0	13 0	...	...	12 0	13 0	15 0	16 0	...	...	...	...	...	...	...	...	16 0	17 0	21 0	25 0	21 0	20 0	200 0	200 0	9 0	9 0
Pubna	18 0	18 0	...	...	7 5	7 2	14 4	14 4	...	...	...	...	...	...	...	...	19 0	18 12	...	...	17 4	17 10	200 0	200 0	8 11½	8 11½
Bogra	15 0	13 5	...	...	12 0	9 12	14 4	14 4	...	...	...	...	...	...	...	...	15 15	15 0	...	...	...	...	90 0	90 0	9 12	9 0
Rajshahye	16 8	16 8	19 8	19 8	12 12	12 0	15 0	13 14	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 4	17 2	240 0	240 0	9 9	9 9
Maldah	18 0	18 0	...	...	11 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	20 0	...	...	...	...	120 0	120 0	9 0	9 0
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 10	10 10	100 0	100 0	9 6	9 6
Dinagepore	15 10	15 10	21 12	14 8	13 4	14 6	16 12	16 13	...	...	...	...	...	...	...	...	17 8	18 0	...	...	15 10	15 10	160 0	160 0	10 0	10 0
Jalpáiguri	13 0	13 0	16 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	14 0	16 0	...	...	12 0	11 0	200 0	200 0	9 0	9 0
Darjeeling	8 0	9 0	9 0	10 0	5 0	5 0	12 0	12 0	...	...	...	...	15 0	15 0	...	...	11 0	11 0	20 0	20 0	10 0	10 0	120 0	120 0	8 0	7 8
Orissa—																										
Pooree	14 7	13 2	...	...	14 7	13 6	21 0	21 0	...	...	...	...	...	...	...	...	13 2	14 7	...	...	17 12	13 2	80 0	80 0	9 13	9 13
Cuttack	14 7	14 7	...	...	10 8	10 8	21 0	18 6	...	...	...	...	...	...	...	...	15 12	15 12‡	...	...	19 11	19 11	80 0	80 0	11 0	11 0
Balasore	15 0	15 0	13 0	13 0	12 0	12 0	22 0	18 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	12 0	12 0	17 0	14 0	14 0	15 0	15 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	20 0	21 0	21 0	240 0	240 0	9 0	9 0
Manbhoom	13 5	13 5	28 0	28 0	13 0	13 0	20 8	20 8	...	...	...	...	...	...	...	...	16 8	16 0	...	...	18 0	18 0	200 0	200 0	9 14	9 14
Lohardugga	8 0 to 14 0	8 8 to 14 0	†	17 8	13 8	13 0	16 0	14 0 to 22 0	...	...	...	...	42 0	45 0	...	...	12 8 to 16 0	13 0	34 0	28 0	22 0	26 0	130 0	120 0	9 0	9 0
Hazáribágh	14 0	14 0	17 0	17 0	10 0	8 0	16 0 to 20 0	16 0	...	...	...	...	29 0	30 0	...	...	15 8	16 0	20 0	25 0	20 0	20 0	240 0	240 0	8 0	8 0

(a) Not stated.

* Khesari, husked.

† Not sold.

‡ Kalai.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1890—*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.
Bengal—*continued*	S. Ch.	S. Ch.	S. Ch	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch	S. Ch.
Behar, south—																										
Monghyr	16 12	16 12	16 12	16 12	11 0	10 8	15 3	14 11	...	...	...	...	...	...	14 11	12 9	21 0	21 0	21 0	21 0	16 12	17 13	168 0	147 0	9 15	10 8
Gya	15 4	15 4	18 12	20 0	10 0	10 0	17 0	17 0	...	...	...	...	...	...	14 12	16 0	18 0	18 0	...	...	16 8	17 4	160 0	160 0	10 0	9 4
Patna	15 12 to 16 12	15 12 to 16 12	17 0	17 0	11 0	11 0	16 4	16 8	...	...	...	...	22 0	...	16 0	17 0	19 8	19 8	21 0	21 0	19 0	19 8	120 0	110 0	10 0	10 0
Shahabad	15 8	16 8	16 0	19 0	9 0	9 0	16 0	16 0	...	20 0	...	...	...	...	...	...	20 0	19 0	...	...	17 0	17 0	120 0	120 0	10 0	10 0
Benar, north—																										
Patneah	16 0	18 0	...	...	15 0	15 0	17 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	15 0	15 0	130 0	130 0	9 0	9 0
Bhágalpur	16 6	16 11	20 3	22 11	10 11 to 12 10	11 6 to 12 10	13 14 to 15 12	13 14 to 15 2	...	...	...	...	...	...	...	...	20 13	21 7	21 7	22 11	18 10	18 15	151 8	151 8	10 0	10 0
Durbhunga	13 4	15 3	16 8	16 8	13 0	13 0	16 8	16 8	...	...	...	...	26 0	26 7	...	23 0	19 0	19 12	20 0	20 0	17 0	17 0	160 0	160 0	11 0	11 0
Mozufferpore	16 0	16 0	18 0	19 0	9 0	9 0	14 0	14 0	...	...	...	...	24 0	23 0	...	...	17 0	19 0	18 0	20 0	20 0	17 0	160 0	160 0	10 0	10 0
Sarun	15 8	15 8	16 0	17 8	8 4	8 4	14 8	13 12	...	...	...	...	22 0	22 0	14 0	14 0	17 4	18 8	17 8	19 0	17 12	18 4	180 0	180 0	10 4	10 4
Chumparun	16 0	17 0	19 0	19 8	9 0	10 0	16 0	15 8	...	...	...	...	28 0	28 0	...	...	18 0	19 8	21 0	20 8	17 8	17 0	160 0	160 0	10 0	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	15 0	15 0	8 0	8 0	13 0	13 0	12 0	...	15 0	15 0	...	...	16 0	16 0	17 0	16 0	16 0	16 0	19 0	18 0	90 0	100 0	9 8	10 0
Benares	13 13	13 9	15 3	15 3	9 8	9 8	13 13	14 14	14 14½	15 3	15 3	15 7	13 13	13 9	14 8	15 4	16 0	16 0	16 13	16 13	20 1	19 8	120 0	120 0	10 6½	10 6½
Ghazipur	15 7	13 10	17 6	15 7	7 12	7 1	11 0	7 12	18 0	16 12	12 4	11 9	25 12	25 12	19 5	19 5	18 11	17 6	18 8	18 0	19 5	18 6	154 0	154 0	9 10	9 10
Jaunpur	12 0	12 0	14 8	14 8	7 0	7 0	9 8	9 8	...	...	...	...	18 0	18 0	...	...	15 0	15 0	14 0	14 0	15 8	15 8	180 0	160 0	11 8	11 8
Allahabad	13 0	12 8	15 8	15 8	7 8	7 0	12 8	12 8	15 0	15 0	16 0	16 0	19 0	19 0	17 0	17 0	16 0	16 0	...	...	16 0	16 0	100 0	110 0	10 0	10 0
Central—																										
Bánda	13 0	13 4	15 8	15 12	8 0	8 0	14 0	14 8	16 0	17 4	16 0	15 12	...	...	...	...	16 0	16 12	...	...	14 8	14 2	180 0	180 0	10 4	10 8
Fatehpur	13 8	13 8	15 8	15 8	10 12	10 12	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	160 0	160 0	10 12	10 12
Hamirpur	12 12	13 0	13 12	13 12	9 0	9 0	11 0	11 0	15 8	...	15 12	15 0	...	...	...	...	16 6	16 4	...	...	19 8	19 12	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	18 0	18 0	18 0	18 0	15 0	15 0	16 0	16 0	18 0	18 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Cawnpore	14 12	15 0	17 8	17 8	9 0	9 0	12 8	12 0	17 4	17 0	17 4	19 0	...	...	21 0	22 0	16 12	17 12	18 8	20 0	19 0	19 8	150 0	150 0	12 0	11 12
Etáwah	14 11	14 10	17 4	17 8	6 0	6 0	12 0	13 0	16 8	16 8	16 4	16 4	16 0	16 0	12 0	12 0	16 12	17 4	16 4	16 0	20 8	21 0	120 0	120 0	11 0	11 0
Farukhabad	12 12	13 0	15 0	16 12	6 0	6 8	9 0	9 8	15 12	16 0	16 8	16 0	...	...	...	17 0	15 12	16 8	15 8	16 0	18 8	18 8	120 0	130 0	11 0	11 8
Maispuri	14 4	14 4	16 8	17 0	4 8	4 8	8 0	8 0	14 0	14 0	12 0	12 0	...	...	...	...	16 4	16 4	16 0	16 0	19 0	19 0	160 0	160 0	11 0	11 0
Etah	15 4	15 4	17 4	17 4	6 8	6 8	11 8	11 8	16 4	16 4	16 8	16 8	20 4	22 4	10 4	10 4	20 4	22 4	19 4	19 4	14 4	14 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	14 2	14 6	16 0	16 8	10 8	10 8	13 2	12 8	16 12	17 0	12 0	12 0	21 0	24 0	22 0	22 0	14 6	14 8	17 0	17 12	11 4	11 8	160 0	160 0	10 8	10 8
Jhánsi	14 14½	14 12½	17 13½	18 15½	7 12	7 12	12 4	12 4	...	...	...	...	...	...	...	...	16 3½	15 14½	...	...	19 4	19 4	180 0	180 0	10 8	10 8
Agra	14 0	14 8	18 8	19 0	5 0	5 0	9 0	9 0	18 0	18 0	17 8	17 8	...	...	17 0	17 0	18 0	18 4	18 0	17 8	16 0	16 0	110 0	100 0	11 8	11 8
Muttra	14 8	14 8	20 0	19 8	7 8	7 8	12 0	12 8	20 0	20 0	20 0	17 0	...	...	8 0	8 0	19 8	19 0	18 0	18 0	20 8	20 8	140 0	140 0	12 0	12 0
Aligarh	15 8	15 0	19 0	19 0	5 4	5 4	9 4	9 4	18 0	18 0	16 0	15 8	...	...	16 0	16 0	18 8	18 8	18 8	18 8	20 0	20 0	130 0	120 0	11 4	11 4
Bulandshahr	16 12	16 10	17 8	18 4	7 0	7 0	12 0	11 0	20 0	19 0	18 8	19 0	...	...	16 0	16 0	18 4	18 4	17 12	18 0	15 4	15 0	120 0	120 0	11 4	11 4
Meerut	16 8	16 8	20 8	19 0	5 0	5 0	13 0	13 0	20 0	20 0	19 0	18 0	14 0	14 0	14 0	14 0	19 0	18 12	19 0	19 0	19 0	19 0	160 0	160 0	11 0	11 8
Sub-montane—																										
Ballia	15 12	15 12	17 8	18 0	9 8	9 9	15 8	15 8	...	...	...	...	21 0	20 8	13 0	14 4	18 8	18 0	18 0	18 8	19 4	19 4	155 0	155 0	10 8	10 8
Azamgarh	12 8	12 8	14 12	14 12	8 14	8 14	13 4	12 8	...	...	...	...	...	...	...	...	15 2	15 8	14 12	...	12 8	12 8	177 8	177 8	9 3	9 3
Gorakhpur	13 8	13 8	14 6	16 3	9 0	9 0	15 12	16 3	...	...	...	...	18 0	18 0	12 8	12 8	16 3	16 3	14 6	16 3	16 10	17 0	140 0	140 0	10 6	10 6
Basti	13 0	14 12	16 8	16 8	9 0	9 0	24 8¶	24 0	10 0	10 0	...	...	12 0	12 0	8 0	8 0	15 12	15 12	...	...	16 8	16 8	120 0	120 0	10 0	10 0
Gházípur	14 4	14 12	18 0	19 0	8 0	8 8	14 0	13 0	...	...	18 0	...	24 0	25 0	22 0	24 0	17 8	18 0	19 0	19 0	18 0	18 0	140 0	140 0	10 8	10 8
Benares	14 0	14 8	18 0	18 0	9 0	7 0	14 0	14 0	17 0	18 0	17 0	17 0	...	...	20 0	20 0	17 8	17 8	19 0	17 0	20 0	19 0	200 0	200 0	11 4	11 4
Mirzapur	14 0	14 8	20 0	19 8	12 8	12 8	15 0	15 0	...	...	...	...	...	...	...	...	19 6	21 14	22 8	21 12	...	...	130 0	130 0	10 14	10 14
Jaunpur	13 2	13 2	16 0	16 0	11 0	10 12	14 0	13 8	...	...	16 0	16 0	19 0	19 0	16 0	15 8	17 0	17 0	17 0	17 0	17 0	17 4	120 0	120 0	10 0	9 0
Barabanki	13 14	14 0	11 0	17 0	12 0	11 0	11 0	12 0	15 0	14 0	16 0	15 0	19 0	19 0	17 0	15 8	16 0	16 2	16 8	17 8	18 0	18 8	120 0	120 0	8 10	10 8
Gonda	15 0	15 4	15 10	17 2	12 7	12 3	15 1	14 9	20 4	20 3	18 3	18 1	23 7	23 2	15 3	16 15	17 7	17 9	21 15	22 13	20 12	20 10	200 0	200 0	10 0	10 13
Bahraich	15 0	15 0	18 0	18 0	10 0	10 0	12 0	12 0	...	...	...	...	24 0	24 0	...	...	18 0	18 0	22 0	22 0	20 0	20 0	160 0	160 0	10 0	10 0
Sitapur	15 8	15 0	18 8	18 0	8 0	8 0	15 0	14 0	20 0	22 0	15 0	15 0	22 0	21 0	17 0	19 0	18 0	19 8	22 0	24 8	22 0	21 8	160 0	160 0	10 8	10 8
Kheri	15 8	15 0	18 0	20 0	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	19 8	22 0	24 8	22 0	21 8	120 0	120 0	10 12	11 0
Rajputana—																										
Eastern—																										
Partábgarh	16 4	15 0	30 0	18 12	8 12	7 8	11 4	8 12	24 6	21 4	13 12	12 8	...	...	...	...	21 0	23 12	23 12	23 8	...	25 0	...	...	16 5	14 8
Bánswára	19 6	21 4	21 14	20 0	7 8	7 8	15 0	12 8	33 0	32 8	...	...	...	...	...	...	25 0	24 8	40 15	38 0	21 5	17 8	...	...	10 5	10 0
Meywar (Oodeypore)	12 13½	12 13½	16 6½	15 10	7 13	7 13	8 9½	8 9½	17 15½	17 15½	14 13½	14 1	*Nil*	*Nil*	13 10½	13 10½	12 14½	12 8	19 14½	17 15½	10 8½	10 8½	160 0	160 0	10 2½	9 12¼
Sirohee	13 0	13 8	20 0	20 0	6 0	6 0	7 0	7 0	17 0	17 0	18 0	18 0	...	...	20 0	20 0	14 0	14 0	19 0	18 0	10 0	10 0	240 0	240 0	12 0	12 0
Erinpura	15 2	14 4	19 12	18 7	...	...	8 5	7 8	20 0	20 0	20 0	20 0	...	...	...	...	17 1	16 11	...	...	...	...	80 0	80 0	12 0	12 0
Ajmere	13 8	13 4	17 0	17 0	4 0	5 0	7 0	7 0	20 0	20 0	14 0	16 0	...	...	...	...	17 0	17 0	19 0	19 0	...	...	...	...	12 0	11 0
Abu	13 8	13 5	18 0	18 0	6 4	6 0	7 8	7 8	...	...	15 0	15 0	...	...	...	...	16 12	15 12	18 8	17 12	‡	‡	*	*	13 0	13 0
Kishengurh	13 12	14 4	18 8	17 8	9 0	9 0	10 0	10 0	18 4	19 0	15 0	15 0	‡	‡	‡	‡	22 0	21 0	27 0	28 0	10 0	10 8	160 0	160 0	10 8	10 8
Boondee	21 0	21 0	26 0	26 0	9 8	9 0	10 0	9 8	20 0	28 0	...	...	...	...	...	...	24 0	24 0	22 0	20 0	16 0	16 0	240 0	240 0	10 0	10 0
Kotah	18 0	18 0	25 0	25 0	6 8	6 8	8 0	8 0	25 0	24 0	10 0	10 0	...	...	...	...	20 12	20 14	21 4	21 10	...	...	120 0	80 0	11 14	11 14
Jhallawar	15 15	15 15	24 0	24 14	8 14	8 14	11 12½	11 12½	23 13½	22 7	16 1	16 1	...	...	22 2	22 2	19 8	18 10½	25 8	23 3½	10 3	10 3	175 0	175 0	9 6	9 6
Tonk	16 4	16 8	21 2	22 7	8 10	8 10	9 10	9 10	22 12	22 14	21 2	21 8	...	...	...	...	20 12	20 14	21 4	21 10	...	...	120 0	115 0	11 14	11 14
Jeypore	15 0	15 4	20 4	20 8	4 12	4 8	8 4	8 4	21 0	20 0	18 8	18 8	‡	‡	15 0	15 0	18-4 to 20 0	18-4 to 20 0	21 8	22 0	22 0	22 8	115 0	115 0	12 0	12 0
Kerowlee	15 12	15 10	21 4	21 4	12 8	11 4	13 12	12 8	19 1	21 4	19 12	19 7	...	...	17 8	12 8	17 8	16 4	...	...	21 4	21 4	210 0	210 0	11 2	11 0
Dholpur	14 12	14 13	18 7	19 14	8 7	8 7	10 6	10 6	18 2	18 13	19 7	21 6	...	...	15 12	15 12	17 7	16 15	...	...	23 15	25 0	90 0	90 0	11 8	11 5
Bhurtpore	15 8	15 10	20 4	20 8	7 12	6 8	9 0	9 0	17 12	17 12	17 8	17 8	...	...	13 12	13 12	18 4	18 4	18 8	17 0	20 4	20 4	240 0	240 0	11 12	11 12
Ulwur	16 6	16 2	21 3	21 2	8 0	8 0	10 2	10 2	21 0	21 7	18 15	16 10	...	...	11 8	11 8	19 13	19 7	22 6	20 12	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	16 0	15 11	22 12	22 0	4 0	4 0	7 0	7 0	19 0	19 0	19 12	18 0	...	...	...	...	20 4	19 12	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	14 8	14 2½	18 8	18 2½	7 0	7 0	8 0	8 0	18 13½	18 8	17 0	17 0	...	...	...	...	18 0	17 10	21 6	19 8	11 10¾	11 8	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	15 0	16 0	18 0	20 0	...	...	16 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	28 0	28 0	...	...	...	...	11 0	11 0
Balmer	13 0	13 4	...	...	5 0	5 0	7 6	7 6	...	...	21 8	21 2	...	...	...	...	13 0	13 0	...	...	...	...	260 0	240 0	14 8	14 0
Anádra	15 0	14 12	20 0	19 0	6 0	6 0	8 0	8 0	...	...	17 0	17 0	...	...	...	...	15 0	14 8	19 0	18 0	11 0	11 0	...	...	12 0	12 0
Shahpoora	15 0	15 0	21 4	23 8	7 8	7 8	11 0	10 12	20 0	21 8	16 0	...	...	...	...	...	17 0	15 3	21 0	...	...	...	160 0	160 0	11 6	11 12
Western—																										
Jodhpore	13 2	12 13	18 12	16 14	6 4	6 4	7 8	7 8	15 0	16 4	16 4	15 0	...	...	...	...	15 0	14 1	15 0	16 4	...	...	...	...	13 2	13 2
Jeysulmere	12 4	12 0	...	...	8 0	8 0	10 10	10 8	18 0	16 0	14 6	14 10	...	...	...	...	12 12	12 12	...	...	...	...	...	...	21 0	21 0
Bickaneer	12 2	12 2	...	...	2 14	2 14	7 0	6 15½	...	...	15 8	15 14	...	...	...	...	15 8	15 3½	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 8	13 8	18 0	18 0	8 9	8 9	10 0	10 0	25 0	25 0	19 3	19 3	‡	‡	‡	‡	16 0	16 0	29 0	29 0	20 0	20 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	14 8	14 4	23 1	18 0	7 0	7 0	9 8	9 8	25 6	23 3	20 8	19 0	...	...	...	...	17 0	16 2	28 0	26 1	25 14	24 0	160 0	160 0	12 0	12 0
Baghelkhand (Sutna)	14 8	14 14	18 0	15 8	8 0	8 0	13 12	13 8	...	...	...	...	...	...	...	...	16 8	16 14	...	...	20 0	18 8	160 0	160 0	10 8	10 8
Goona	16 0	16 8	18 0	16 0	8 0	8 0	8 8	8 8	20 0	20 0	...	...	...	...	...	...	18 0	19 0	20 0	...	...	...	200 0	200 0	10 0	10 0
Gwalior	14 10	14 10	17 4	16 3	7 14	7 14	9 0	9 0	17 15	17 0	18 7	16 8	...	...	17 0	17 0	12 14	12 14	19 0	17 13	14 1½	14 1½	149 0	149 0	11 15	11 15

\# Sold in bundles. † Husked. ‡ Not sold. § Nine pies per bundle. ‖ Six pies per bundle. ¶ Unhusked.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1890—*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.	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.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	16 0	16 0	20 0	21 0	...	...	10 0	10 0	20 0	20 0	20 0	20 0	†	†	†	†	23 0	22 0	18 0	18 0	†	†	120 0	120 0	11 4	11 8
Ferozepore	19 0	19 0	24 0	25 0	...	...	10 0	10 0	30 0	30 0	22 0	22 0	†	†	20 0	20 0	23 0	24 0	26 0	30 0	12 0	10 0	105 0	105 0	13 0	13 0
Montgomery	17 0	17 0	25 0	25 0	...	...	11 0	10 0	20 0	20 0	20 0	20 0	‡	‡	32 0	32 0	22 0	22 0	20 0	20 0	8 0	8 0	253 0	253 0	12 0	12 0
Central—																										
Gurgaon	16 0	17 0	21 0	20 0	..	...	10 0	10 0	22 0	20 0	20 0	19 0	†	†	†	†	20 0	19 0	22 0	20 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	16 0	16 0	20 0	19 0	...	...	13 0	13 0	20 0	20 0	19 0	17 0	†	†	13 0	13 0	19 0	18 0	19 0	18 0	20 0	20 0	90 0	90 0	11 0	11 0
Rohtak	17 0	17 0	19 0	20 0	...	...	10 0	10 0	20 0	20 0	21 0	20 0	†	†	16 0	16 0	21 0	21 0	19 0	19 0	18 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	18 0	21 0	21 0	...	...	12 0	12 0	24 0	24 0	18 0	18 0	20 0	20 0	16 0	16 0	20 0	21 0	24 0	24 0	18 0	18 0	120 0	120 0	10 0	10 0
Lahore	18 0	18 0	26 0	26 0	...	...	12 0	11 0	26 0	27 0	21 0	20 0	‡	‡	24 0	23 0	21 0	23 0	24 0	27 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	17 0	18 0	19 0	20 0	...	...	11 0	11 0	22 0	22 0	20 0	23 0	20 0	20 0	10 0	10 0	21 0	21 0	22 0	24 0	6 0	16 0	130 0	130 0	13 0	13 0
Ludhiána	19 0	19 0	22 0	22 0	...	...	12 0	12 0	23 0	25 0	20 0	23 0	†	†	20 0	20 0	23 0	23 0	23 0	24 0	13 0	13 0	110 0	110 0	12 8	12 8
Jullundur	19 0	20 0	25 0	25 0	...	...	8 0	8 0	24 0	24 0	19 0	19 0	*	*	20 0	20 0	22 0	22 0	25 0	29 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	20 0	20 0	24 0	26 0	...	...	10 0	10 0	26 0	26 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	21 0	26 0	25 0	12 0	12 0	85 0	105 0	13 0	13 0
Gurdáspur	20 0	20 0	26 0	26 0	...	...	14 0	14 0	26 0	26 0	14 0	14 0	†	†	12 0	12 0	20 0	20 0	26 0	29 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	18 0	19 0	25 0	25 0	...	...	12 0	12 0	26 0	25 0	20 0	18 0	†	†	23 0	23 0	21 0	22 0	25 0	25 0	†	†	90 0	90 0	12 0	12 0
Hills—																										
Simla	13 0	12 0	15 0	15 0	...	...	8 0	8 0	14 0	13 0	14 0	14 0	17 0	17 0	10 0	10 0	16 0	15 0	19 0	14 0	9 0	9 0	65 0	65 0	8 14	8 7
Kángra	18 0	17 0	24 0	24 0	...	...	15 0	14 0	14 0	14 0	11 0	10 0	24 0	25 0	7 0	6 0	18 0	17 0	22 0	20 0	12 0	12 0	100 0	100 0	10 8	10 8
North-western—																										
Siálkot	18 0	18 0	27 0	26 0	...	...	14 0	13 0	30 0	30 0	25 0	25 0	30 0	30 0	28 0	28 0	20 0	21 0	25 0	26 0	12 0	12 0	100 0	100 0	13 8	13 8
Gujránwála	19 0	20 0	30 0	31 0	...	...	12 0	13 0	30 0	26 0	24 0	24 0	†	†	25 0	25 0	22 0	23 0	24 0	24 0	†	†	85 0	85 0	13 0	14 0
Gujrát	21 0	21 0	30 0	22 0	...	...	11 0	11 0	26 0	26 0	24 0	24 0	†	†	10 0	10 0	21 0	22 0	24 0	26 0	†	†	140 0	140 0	14 0	14 0
Jhelum	21 0	21 0	26 0	28 0	...	...	10 0	10 0	28 0	28 0	30 0	28 0	*	*	*	*	21 0	20 0	27 0	28 0	*	*	120 0	120 0	14 0	14 0
Ráwalpindi	18 0	19 0	29 0	33 0	...	...	9 0	9 0	40 0	40 0	28 0	30 0	*	*	16 0	16 0	20 0	20 0	28 0	30 0	23 0	26 0	83 0	83 0	13 8	13 8
Hazára	21 0	21 0	34 0	34 0	...	...	11 0	11 0	†	†	†	†	†	†	†	†	17 0	17 0	30 0	28 0	†	†	100 0	100 0	11 0	11 0
Peshawar	18 0	18 0	30 0	31 0	...	...	11 0	11 0	36 0	35 0	25 0	25 0	†	†	23 0	24 0	17 0	18 0	25 0	25 0	25 0	28 0	110 0	106 0	42 0	40 0
Kohát	19 0	20 0	33 0	34 0	...	...	16 0	16 0	33 0	33 0	30 0	33 0	†	†	†	†	20 0	21 0	34 0	36 0	16 0	18 0	180 0	180 0	60 0	60 0
Western—																										
Shahpur	19 0	19 0	26 0	26 0	...	...	10 0	10 0	25 0	25 0	25 0	25 0	20 0	20 0	18 0	20 0	23 0	23 0	25 0	25 0	*	*	200 0	200 0	13 0	13 0
Jhang	17 0	17 0	26 0	26 0	...	...	9 0	9 0	21 0	20 0	19 0	19 0	25 0	25 0	23 0	22 0	17 0	17 0	22 0	18 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	16 0	25 0	26 0	...	...	12 0	12 0	25 0	25 0	21 0	22 0	†	†	24 0	20 0	19 0	18 0	21 0	20 0	†	†	100 0	100 0	13 0	13 0
Bannu	23 0	22 0	46 0	44 0	...	...	13 0	13 0	50 0	53 0	34 0	35 0	8 0	8 0	9 0	8 0	26 0	26 0	48 0	49 0	16 0	14 0	80 0	80 0	40 0	40 0
D. I. Khan	19 0	20 0	28 0	31 0	...	...	9 0	9 0	34 0	37 0	29 0	32 0	‡	‡	6 0	6 0	22 0	24 0	‡	‡	†	†	125 0	125 0	11 5	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	15 0	15 0	18 0	18 0	17 0	17 0	‡	‡	‡	‡	18 0	18 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khan	18 0	18 0	23 0	25 0	...	...	8 0	8 0	25 0	25 0	25 0	25 0	‡	‡	‡	‡	18 0	18 0	‡	‡	†	†	125 0	125 0	22 8	23 12
Sind and Baluchistan—																										
Karáchi	13 0	13 0	19 0	18 0	8 0	8 0	11 0	11 0	19 0	19 0	17 0	17 0	‡	‡	‡	‡	15 8	15 8	16 0	16 0	9 8	9 8	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	13 0	13 0	22 0	19 0	8 0	7 8	10 0	12 0	22 0	22 0	22 0	21 0	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	11 0	11 0
Thar and Párkar (Umarkot)	15 8	15 8	...	...	13 8	13 8	...	...	...	16 8	16 8	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	15 0	15 0	20 0	20 0	8 0	8 0	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	...	...	160 0	160 0	12 0	12 0
Shikárpur	13 8	14 0	19 8	19 8	7 12	7 12	8 10	8 10	22 12	22 6	27 4	23 6	...	...	...	...	16 5	17 6	...	...	10 0	10 8	155 0	155 0	10 11	11 6
Upper Sind Frontier	14 8	14 8	18 8	18 0	8 0	8 0	12 0	12 0	30 0	28 0	34 0	24 0	...	...	...	...	16 0	16 8	16 0	16 0	10 0	10 0	213 0	200 0	11 0	11 0
Quetta	14 0	14 0	15 6	15 8	5 0	5 0	7 8	7 8	18 0	18 0	15 0	...	...	...	...	...	13 4	13 12	15 8	13 0	...	...	64 0	67 8	8 0	8 0
Bombay—																										
Konkan—																										
Karwar	12 8	12 0	...	...	6 8	6 8	11 4	11 0	16 0	16 0	...	...	25 0	26 0	...	...	12 0	12 0	...	...	12 0	12 0	213 5	213 5	11 0	11 0
Ratnágiri	11 3	10 9	...	...	8 9	9 4	11 5	11 5	14 5	14 5	11 0	9 13	18 13	18 13	...	...	13 5	12 10	...	...	12 4	12 4	120 0	120 0	11 10	10 6
Colába (Alibág)	8 0	8 0	...	...	7 6	7 6	12 0	12 0	...	...	12 5	12 5	...	...	...	...	11 10	11 10	...	...	7 4	7 4	110 0	110 0	12 8	12 8
Bombay	10 2	10 1	13 13	20 12	7 0	7 4	11 2	11 3	17 6	17 11	13 10	14 6	14 4	14 9	11 11	9 7	13 7	13 11	16 11	16 15	9 2	9 6	79 7	79 7	11 3	11 3
Tanna (Salsette)	10 5½	10 5½	...	...	6 15	6 7	8 3	8 3	...	...	15 0	13 13	16 13½	16 13½	...	...	13 4	12 5	...	...	10 5½	9 13½	80 0	80 0	11 7	11 7
Deccan—																										
Dharwar (Hubli)	18 0	18 0	...	...	10 0	10 0	11 0	11 0	21 0	21 0	19 0	19 0	24 0	24 0	...	...	15 0	15 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	16 0	16 8	32 0	33 0	10 0	10 8	11 0	11 8	18 8	20 0	18 0	19 0	23 0	24 0	23 0	24 0	14 0	14 0	...	...	13 0	12 8	76 0	68 0	12 8	12 0
Satara	12 8	12 8	14 2	14 2	8 3	8 3	10 0	10 0	14 10	14 10	14 4	13 4	10 6	10 6	18 3	18 3	14 5	14 5	17 13	17 13	11 0	11 0	108 0	116 8	11 13	11 10
Sholapur	16 14	15 15	...	...	9 4	9 4	9 13	9 13	22 3	21 4	22 8	21 9	...	...	...	...	18 4	17 13	...	...	16 14	16 3	80 0	80 0	11 4	11 4
Bijápur	16 14	16 14	...	...	7 3	7 3	11 5	11 5	20 15	20 15	23 7½	23 6½	...	...	...	...	17 8	17 8	...	...	11 12	11 12	80 0	80 0	9 12	9 12
Poona (City)	11 8	11 8	13 9	13 9	8 9	8 9	9 13	9 13	16 5	16 5	14 15	14 15	16 6	16 6	...	...	12 10	12 10	...	...	18 0	18 0	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	13 7	13 6	...	...	7 6	7 6	9 1	9 1	18 7	18 3	17 10	17 8	...	...	...	...	17 2	17 3	...	...	25 8	20 9	91 0	80 0	12 10	12 10
Násik	17 4	17 4	...	...	9 12	9 12	10 8	10 8	...	...	21 2	18 11	25 0	25 0	...	...	14 4	14 4	...	...	14 6	14 6	128 0	128 0	13 8	13 8
Khandesh (Dhulia)	15 2	15 12	...	...	7 4	7 4	9 6	9 6	25 15	24 14	23 9	23 9	...	...	...	...	12 4	12 4	...	...	18 12	18 12	106 0	106 0	11 6	11 6
Guserat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	9 0	9 0	16 0	16 0	15 0	15 0	...	...	6 0	6 0	12 0	12 0	...	...	15 0	15 0	90 0	90 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	...	...	20 0	20 0	100 0	100 0	12 12	12 12
Kaira	13 10	13 10	22 0	21 0	8 0	7 4	10 8	10 0	22 8	19 0	20 0	16 0	24 8	21 0	...	...	16 0	14 0	29 0	23 0	...	...	100 0	100 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 11½	9 11½	12 0	12 0	6 4½	6 4½	9 11½	9 11½	16 0	16 0	16 9	16 9	18 4½	18 4½	...	...	13 2	12 0	...	...	13 2	13 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	12 8	22 0	20 0	8 0	7 0	10 0	9 0	16 0	16 0	20 0	18 0	...	...	...	...	16 0	16 0	20 0	20 0	12 0	11 8	80 0	80 0	13 8	13 8
Panch Máhála (Godhra)	10 0	10 0	...	...	8 0	8 0	8 7	8 7	20 0	20 0	16 0	16 0	24 7	24 7	...	...	14 6	14 6	23 5	23 5	10 5	10 5	160 0	160 0	12 2	12 2
Deesa Cantonment	14 0	14 0	...	...	6 0	6 0	8 0	8 0	14 8	14 8	22 8	22 8	...	...	...	...	18 0	18 0	...	...	13 0	13 0	145 0	145 0	11 8	11 8
Kattywar—																										
Rájkot	15 0	15 0	...	...	6 0	6 0	8 0	9 0	17 8	17 0	15 4	15 0	...	...	...	...	14 8	14 3½	...	...	8 4	8 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	27 9	27 9	...	...	...	...	...	...	13 7	14 3	...	...	11 10	11 10	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	8 12	10 8	10 8	24 0	23 0	24 0	23 0	...	...	16 0	16 0	15 0	15 0	...	...	13 0	13 0	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	19 0	18 0	...	...	13 12	13 12	140 0	140 0	9 0	9 0
Betul	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 12	...	...	13 1	13 1	320 0	320 0	8 8	8 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 13	28 13	...	...	...	...	...	...	17 9	17 9	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	18 12	17 8	...	...	11 4	10 0	12 8	12 8	22 8	22 8	...	...	...	...	...	...	18 12	17 13	...	...	18 12	18 12	120 0	100 0	9 13	9 13
Wardha	20 0	20 0	...	...	8 0	8 0	11 7	11 7	26 11	26 11	...	...	...	...	...	...	17 2	17 2	...	...	21 13	21 13	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	15 9	15 9	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	19 12	19 12	...	...	22 4	22 8	120 0	120 0	9 2	9 2
Saugor	13 8	13 6	...	...	8 10	8 10	9 8	9 8	...	...	...	...	...	...	...	...	14 5	14 2	...	...	17 1	17 1	160 0	160 0	8 15	8 15
Damoh	18 4	18 4	...	...	12 5	12 5	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 8	16 4	...	...	10 8	10 12	13 0	13 0	16 0	15 8	...	...	...	...	...	...	19 8	19 0	...	...	13 8	13 8	130 0	120 0	9 0	9 2
Mandla	20 0	21 0	...	...	12 0	12 0	17 0	16 0	...	...	...	...	...	...	...	...	27 8	27 8	...	...	16 0	16 0	200 0	200 0	9 8	9 8
Seoni	16 9	17 15	...	...	9 12	9 12	14 15	14 15	...	...	...	...	...	...	...	...	16 9	16 9	...	...	15 7	15 7	180 0	180 0	9 2	9 2
Bálághát	21 0	21 0	...	...	13 2	13 2	17 14	17 14	...	...	...	...	...	...	...	...	22 13	22 13	...	...	20 0	20 0	136 0	136 0	9 0	9 0
Bhandára	18 12	18 12	...	...	...	...	13 4	13 4	...	...	...	...	...	...	...	...	20 0	20 0	...	...	16 4	18 12	200 0	200 0	9 0	8 0 0
Chánda	17 3	15 7	...	...	...	...	12 13	11 13	18 0	20 0	...	...	...	...	...	...	19 3	19 3	...	...	18 0	18 0	320 0	320 0	10 0	7 12
Eastern—																										
Biláspur	26 10	22 7	...	...	15 13	14 10	26 3	21 1	...	...	...	...	...	...	...	...	24 6	20 0	...	...	26 4	30 10	100 0	80 0	8 8	8 0
Raipur	21 4	21 4	...	...	13 11	12 4	22 13	20 8	...	...	...	...	...	...	...	...	19 2	19 2	...	...	25 8	25 8	64 0	64 0	10 0	10 0
Sambalpur	20 2	20 2	...	...	15 12	15 12	21 0	20 2	...	...	...	...	...	...	...	...	15 12	15 0	...	...	14 0	14 0	130 0	130 0	8 12	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	9 0	9 0	27 0	26 0	26 0	25 0	...	...	...	...	16 0	16 0	...	...	16 0	16 0			9 0	9 0
Básim	15 13	16 5	...	...	8 2	8 2	10 8	10 8	23 0	20 1	20 0	20 0	...	...	...	...	15 15	16 7	...	...	16 13	16 0			9 8	9 9
Akola	15 0	15 0	...	...	7 0	7 0	8 0	8 0	23 0	23 0	18 0	16 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0			10 8	10 9 8
Ellichpur	15 0	14 4	...	...	6 0	6 4	7 0	7 0	22 0	17 12	15 0	13 4	...	...	...	...	12 2	13 12	...	...	22 0	16 12	§	§	9 8	9 8
Amraoti	16 0	15 5	...	...	6 12	6 0	8 0	8 0	26 8	26 6	16 0	16 0	...	...	...	...	13 0	14 11	...	...	16 0	16 0			9 0	9 0
Wun	16 0	16 0	...	...	8 0	8 0	10 0	10 0	25 0	23 0	...	...	...	...	...	...	16 0	16 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 8	7 8	10 14	10 8	18 4	17 12	...	...	...	22 3	...	...	16 5	15 15	...	...	20 11	20 11	130 0	130 0	9 4	9 4
Bolárum	14 0	14 0	...	...	9 9	9 9	9 10	9 10	19 8	19 8	...	...	...	...	...	...	17 3	17 13	...	...	...	...	116 14	116 14	10 10	10 10
Chadarghat	12 0	11 4	...	...	7 8	7 4	11 0	9 12	20 0	21 0	20 0	19 0	...	...	...	13 4	18 0	...	...	...	...	120 0	120 0	9 4	9 0

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1890—*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	Ragi (*Eleusine coracana*). Present	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	9 0	9 0	...	...	10 14	10 14	15 0	14 0	**	**	**	**	**	**	14 8	14 8	10 8	10 8	...	...	17 8	17 8	102 0	90 0	9 9	9 9
S. Canara	9 10	9 11	...	...	11 2	11 2	12 13	11 5	**	**	**	**	**	**	...	...	9 4	9 4	...	...	17 8	17 8	84 0	72 0	9 8	9 8
South, central—																										
Coimbatore	10 11	10 11	...	...	11 5	11 5	11 13	11 13	19 2	18 14	20 11	20 11	25 6	24 10	...	...	10 8	10 8	...	...	17 8	18 0	120 0	120 0	9 8	9 8
Nilgiris	9 3	11 6	...	...	8 13	9 3	9 10	9 3	20 0	20 0	15 6	16 13	18 11	20 3	...	...	11 0	11 0	...	...	20 0	20 0	340 0	340 0	9 8	9 8
Salem	10 11	10 11	...	...	10 5	10 13	12 13	13 3	21 6	22 5	23 13	24 10	27 6	27 6	...	...	9 6	11 0	...	...	15 0	16 0	72 0	72 0	7 0	7 0
Central—																										
Bellary	16 5	16 5	...	...	11 13	11 13	12 6	13 0	26 13	27 13	22 16	23 8	28 2	28 2	...	...	10 8	10 8	...	...	15 0	16 0	340 0	340 0	8 0	8 0
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	25 13	22 10	23 11	27 3	27 3	...	...	11 0	11 0	...	...	20 0	20 0	240 0	240 0	8 0	8 0
Cuddapah	13 3	14 0	...	...	10 11	11 2	12 14	13 0	21 5	22 8	21 13	25 3	30 0	*	...	...	9 0	9 0	...	...	15 0	15 0	240 0	240 0	8 0	8 0
Kurnool	14 10	14 10	...	...	11 6	11 6	12 3	11 6	28 2	28 2	23 13	26 13	*	*	...	...	11 0	11 0	...	...	16 0	16 0	480 0	480 0	8 6	8 6
East Coast, north—																										
Ganjam	10 11	10 11	...	...	14 0	15 0	15 0	14 0	**	**	**	**	**	**	10 8	10 8	12 0	12 0	...	...	16 0	16 0	320 0	320 0	9 0	9 0
Vizagapatam	14 0	14 0	...	...	10 2	11 5	11 5	11 5	24 5	25 13	32 11	31 11	*	*	10 8	10 8	11 0	11 0	...	...	20 0	20 0	340 0	340 0	9 8	9 8
Godavari	11 11	11 11	...	...	13 14	15 0	15 0	15 0	23 0	23 0	25 3	28 3	*	*	9 0	9 0	11 0	11 0	...	...	16 0	15 0	72 0	72 0	9 8	9 8
East Coast, central—																										
Kistna	10 6	10 6	...	...	12 10	13 3	13 3	13 3	18 6	18 6	*	*	*	*	10 8	10 8	9 0	9 0	...	...	15 0	15 0	240 0	240 0	8 0	8 0
Nellore	11 8	12 0	...	...	11 2	11 2	11 11	12 14	20 10	19 13	18 2	18 13	*	*	11 0	11 0	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
East Coast, south—																										
Madras	11 0	10 14	...	...	10 6	10 8	11 0	11 2	18 13	18 14	19 3	19 11	22 5	23 2	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Chingleput	*	*	...	...	10 8	10 8	11 11	11 11	*	*	*	*	23 5	23 5	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
N. Arcot	9 6	9 6	...	...	9 6	10 5	11 5	12 3	21 8	25 11	21 8	23 8	25 11	29 14	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
S. Arcot	8 10	8 10	...	...	10 6	10 6	10 14	11 11	23 2	22 5	23 2	23 2	22 5	22 5	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Tanjore	8 13	8 13	...	...	10 13	10 13	13 6	13 6	27 10	26 13	24 3	24 3	24 3	24 3	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Trichinopoly	9 14	10 10	...	...	9 6	9 6	9 13	9 10	19 2	17 8	19 2	17 13	21 0	21 0	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Southern—																										
Tinnevelly	9 3	9 3	...	...	9 8	9 2	10 6	10 6	*	*	*	*	*	*	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Madura	10 2	10 2	...	...	9 11	9 11	10 2	10 2	17 13	19 6	17 10	19 2	*	*	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Mysore—																										
Mysore	11 8	11 8	...	...	8 12	9 0	10 0	10 4	34 8	34 8	18 0	18 0	27 8	27 8	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Bangalore	11 12	13 8	...	...	8 8	9 8	9 8	9 8	22 0	22 0	...	...	30 0	30 0	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Kolar	12 0	12 0	...	...	10 8	10 8	11 0	11 0	...	...	...	...	...	...	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Tumkur	12 0	12 0	...	...	10 8	10 8	11 0	11 0	...	...	...	...	...	...	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Hassan	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	10 8	10 8	11 0	11 0	...	...	13 0	14 0	240 0	240 0	8 0	8 0
Kadur	10 0	10 0	...	...	11 0	11 0	12 0	12 10	23 2	23 2	...	...	...	...	10 8	10 8	11 0	11 0	...	...	13 0	14 0	240 0	240 0	8 0	8 0
Shimoga	12 10	13 10	...	...	8 6	10 8	10 8	12 0	21 0	30 0	24 0	24 0	30 0	30 0	10 8	10 8	11 0	11 0	...	...	13 0	14 0	240 0	240 0	8 0	8 0
Chitaldroog	15 0	15 0	...	...	11 0	11 0	12 0	12 0	30 0	30 0	...	...	...	...	10 8	10 8	11 0	11 0	...	...	13 0	13 0	240 0	240 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 0	10 0	11 8	11 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	320 0	320 0	9 0	9 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	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not [illegible]

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

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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 December.*—No rain in two districts, fair in six, and slight elsewhere. Standing crops generally good except in parts of eight districts.

The second rice crop has failed over large areas in Malabar, and also in parts of South Canara. Oil-seeds blighted in parts of Cuddapah, and damaged by insects in parts of Trichinopoly. Cotton diseased in two taluks of Bellary. Locusts appeared in parts of Anantapur, but caused little damage. Prices rising in nine districts, and falling in most others. General prospects fair, except in parts of four districts where crops over considerable areas will be lost unless there is an early fall of rain.

Bombay.—*For week ending 10th December.*—Rain in Karachi, Kolaba, and throughout the Deccan and Karnatic generally beneficial to late crops. Cotton affected by cloudy weather in parts of Broach, and diseased in one taluka of Surat. Standing crops otherwise good except where damaged by locusts or rain in parts of three districts. Poppy-sowing progressing in Baroda.

Bengal.—*For week ending 9th December.*—No rain; fine dry weather prevails generally. Rice harvest is in progress, and promises to yield a good outturn. All cold-weather sowings, including poppy and tobacco, are nearly over, and the young plants are doing well. Sugarcane is generally a good crop, and is being harvested in some districts. Locusts, which appeared in some parts during the past few weeks, are reported to have done slight injury to the young *rabi* plants. In Rungpore the ripening paddy has been damaged in many places by caterpillers. Price of rice is reported to be falling in several districts with the appearance of the new crop in the market.

North-Western Provinces and Oudh.—*For week ending 10th December.*—Weather cloudy, but no rain except in Saharanpur. *Rabi* being irrigated and promises well. Poppy-sowings approaching completion. Markets well supplied, and prices generally steady.

Punjab.—*For week ending 10th December.*—Rain has fallen in all but three districts. Prices unsettled in Delhi, falling in Shahpur, and stationary elsewhere. Sowings and weeding of *rabi* crops in progress. Harvesting of *kharif* crops over. Rain reported to be much wanted in four districts. *Kharif* outturn below average in Delhi. *Rabi* crops have germinated, and are promising. Condition improved by recent rain in most districts. Locusts appeared in Rawalpindi and Kahuta tahsil, but did no damage. Fodder sufficient in all districts. Poppy-sowings commenced in Jullundur.

Central Provinces.—*For week ending 10th December.*—The present cloudy state of the weather is likely to damage linseed, *tur*, and other crops which are flowering; otherwise prospects remain unchanged.

Burma.—*For week ending 6th December.*—Reaping of paddy has commenced in Pegu, Thongwa, and the Lower Chindwin, and continues in most other districts. In Kyoukphyu reaping of crops on hill clearings completed, and in Sagaing collection of cotton is progressing, and sessamum is being reaped. Crop prospects remain good in Lower Burma, but there has been some damage from drought in Thayetmyo and Amherst. In Mandalay the area under cultivation is small, and in parts of Shewbo, the Lower Chindwin, and Meiktila there will be partial failure of paddy crops. The crop prospects in Pokoku have not

improved. In Yeu an eight-anna and in Yamethin an 11-anna crop is expected. The price of paddy has risen in five and fallen in two districts.

Assam.—*For week ending 10th December.*—Weather seasonable. Harvesting of winter paddy and gathering of pulses continue.

Mysore and Coorg.—*For week ending 10th December.*—Rainfall slight in parts of Mysore. Standing crops in good condition. Prospects favourable, but more rain wanted in parts of the Tumkur district. Prices risen slightly in two districts.

Rainfall slight in Coorg during the week.

Berar and Hyderabad.—*For week ending 10th December.*—Weather cold in Berar. Average rainfall moderate. *Jowari* cutting in progress. Cotton picking continues. *Rabi* crops in good condition. Fodder sufficient. Slight rise in prices of food-grains in the Amraoti and Wun districts.

Harvesting of *abi* crops continues in Hyderabad. *Rabi* crops thriving. Prices stationary.

Central India.—*For week ending 10th December.*—Slight rain during the week in four Agencies. No material changes in condition of crops and agricultural stock since last report.

Rajputana.—*For week ending 10th December.*—Good rain in Jhallawar and Ajmere. Slight showers in Meywar and Harowtee. Agricultural operations generally satisfactory. Prospects of crops good. Harvests fair. Cattle in good condition. Pasturage or fodder scarce in four Agencies and Ajmere. Sufficient elsewhere. Prices steady generally.

Nepal.—*For week ending 4th December.*—Weather cold and partially cloudy. Land is prepared for winter crops.

J. W. P. MUIR-MACKENZIE,
for *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.

No. 51.} CALCUTTA, SATURDAY, DECEMBER 20, 1890.

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.

CIVIL WORKS.

Telegraph.

REVIEW OF THE ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT FOR THE YEAR 1889-90.

No. 359 T., dated Calcutta, the 15th December 1890.

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

Read—

Letter from the Director General of Telegraphs, No. 186 I.E., dated the 17th October 1890, and its enclosure, the Report for 1889-90.

OBSERVATIONS.—The Capital Account of the Department, which stood at Rs. 1,12,41,366 at the beginning of the year under review, amounted at its close to Rs. 1,14,58,957, an increase of Rs. 2,17,591. Of this, Rs. 1,84,856 are on account of the adjustment of loss on exchange on English stores for 1889-90 and previous years. This loss had hitherto been erroneously deducted from "Stores," but it forms a *bonâ fide* debit to Capital and is now so charged.

2. The earnings on Indian, Trans-Indian, and Local Traffic, including the profit on mean rates *viâ* Turkey, amounted to Rs. 12,41,460, but adjustments on account of the pooling of the receipts with the Eastern and Indo-European Companies and loss by exchange amounting to Rs. 1,81,060 reduced this sum to Rs. 10,60,400, which represents the message revenue of the year.

To this has to be added Rs. 36,932 on account of Miscellaneous Receipts making the total Revenue Receipts Rs. 10,97,332. The message revenue was Rs. 69,900 less than in the previous year. In that year, however, the whole of the traffic along the Eastern Company's Lines was diverted to the Indo-European route for 32 days owing to an interruption in the Red Sea lines, while in the year under review there was no such diversion.

3. The difference of Rs. 1,81,060, or Rx. 18,106 between the earnings and the message revenue is made up as follows:—

	Rx.
Division of traffic as actually carried (Appendix C.) . .	85,660
„ of receipts „ . .	73,180
	12,480
Add—	
Loss on exchange on English transactions at 16·566*d*. . .	5,609
Liability of the Indo-European Department for interruptions in Turkey	20
	18,109
Deduct—	
Gain by exchange on remittances from Constantinople . .	3
	18,106

4. The gross revenue charges amounted to Rs. 10,47,568, against Rs. 9,53,223 for 1888-89. The increase is due to extensive repairs and renewals of cables. The net revenue thus amounted to Rs. 49,764.

5. The working expenses of the year under review are compared in the following statement with those of the previous four years:—

Year.	Repairs. Ordinary.	Repairs. Extra-ordinary.	Cable Steamer.	Miscellaneous.	Establishment.	Tools and Plant.	Administrative charges.	Total.
	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	5,18,865	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
1889-90 .	3,13,130	...	1,14,538	6,518	5,71,570	24,985	16,827	10,47,568

6. The expenditure of cable on repairs amounted to 277·81 knots, against 201 knots expended in 1888-89. The cable steamer *Patrick Stewart* made four trips, lasting 117 days, during which she steamed 7,000 knots. On 1st April 1889 three faults were awaiting repair, and seven new faults occurred during the year. Of these ten faults, one rectified itself and five were cut out, leaving four faults awaiting repair at the close of the year.

7. The following statement shows the division of the messages tendered for transmission during the last two years:—

		1888-89.	1889-90.
State	Messages	2,957	2,403
	Words	93,093	45,394
	Average words per message .	31	18
Commercial and private.	Messages	1,09,524	1,01,075
	Words	13,64,945	13,69,778
	Average	12	13
Press .	Messages	2,384	3,104
	Words	1,05,587	1,23,893
	Average	44	39
London Times	Messages	126	120
	Words	78,454	79,630
	Average	622	663

The percentage of errors on the Persian Section was 0·279 and on the Gulf Section 0·319. The accuracy of transmission between Karachi and Teheran thus amounts to 99·402 per cent. There were only 60 complaints of error, delay, and non-delivery, against 84 in the previous year.

8. There were no interruptions affecting traffic on the Persian Gulf Section, while on the Persian Section there were only two total interruptions of 15 hours 53 minutes, and 7 hours 5 minutes, respectively. These did not affect the receipts as, for the purpose of the Joint Purse with the allied Companies, no interruption lasting less than 24 hours is taken into account. The first interruption was caused by a flood in the Kinarigird Hills and the second by wilful damage. The number of acts of wilful damage on the Persian Section was considerably more than during the previous year, the porcelain insulators that are being substituted, as electrically superior, for the iron insulators, offering great temptations to the Persians as targets. Compensation was, however, paid for the damage done and friendly relations were maintained by the staff of the Department with the local authorities and inhabitants.

On the Mekran Coast line both wires were cut near Karachi in November 1889.

9. The average monthly speed of transmission by the three routes between England and Calcutta compares as follows with that in previous years:—

	Vid Teheran. H. M.	*Vid* Suez. H. M.	*Vid* Turkey. H. M.
1886-87	1 31	2 31	13 23
1887-88	1 11	2 42	16 11
1888-89	2 24	3 2	19 28
1889-90	1 5	2 21	13 6

10. Duplex working has been tried as an experiment on the Bushire-Jask Gutta Percha Cable, and has been found to be useful. It is believed to be the first instance of the duplex method being applied with ordinary Morse instruments to a long sea cable. The credit of this experiment is due to Mr. Possmann, the Electrician of the Persian Gulf Section. Some experiments in automatic signalling that are likely to have useful results were also carried out by Mr. Pierce, one of the Superintendents of the same section, and two sets of Wheatstone's instruments have been indented for with a view of giving practical effect to the system. The Government of India notices with satisfaction both of these experiments which do credit to the Department.

11. The Indo-European Telegraph Department during the whole of the year under review was under the administration of Colonel Mallock.

ORDER.—Ordered, that a copy of this Review be forwarded to the Director General of Telegraphs for information and guidance.

Also that copies of the Report and Review 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 Review be forwarded to the Secretary of State for the information of Her Majesty's Government, and published in the Supplement to the *Gazette of India*.

J. G. FORBES, *Colonel, R.E.*,
Secy. to the Govt. of India.

ADMINISTRATION REPORT

OF THE

INDO-EUROPEAN TELEGRAPH DEPARTMENT

FOR

1889-90.

CAPITAL AND REVENUE ACCOUNT.

Capital.—The Capital account of the department was increased by ₹32,735 and stood on the 31st March 1890 at ₹1,14,58,957. These figures include for the first time in these accounts a sum of ₹1,84,856 on account of loss by exchange on English Stores for and up to the period ending 31st March 1890.

The increase is made up as follows:—

	₹
Buildings	8,769
Stores	6,606
Suspense heads	17,360
TOTAL	32,735

The sum of ₹6,606 under the head of Stores is due to the purchase of a larger quantity of stores, chiefly on account of the large renewals of cables now in progress; and the amount under suspense heads includes sums due from the Persian Government for the value and freight of stores supplied. These sums are in course of recovery.

Appendix A is a summary of the expenditure on Capital account during the year under review, and Appendix D is a summary of the Capital and Revenue accounts for the last five years.

2. *Revenue. Working expenses.*—A summary of the receipts and expenditure of the year 1889-90 is shown in Appendix B. The expenditure of the year under review amounted to ₹10,47,568 against ₹9,53,223, the expenditure of the previous year, showing an increase of ₹94,345. This increase is principally due to the extensive renewals of cables, which by the special sanction of the Government of India are now being made.

The following summary is explanatory of the chief differences between the expenditure of 1889-90 under the main heads compared with that of the previous year:—

HEAD OF ACCOUNT.	1888-89.	1889-90.	Increase.	Decrease.
	₹	₹	₹	₹
Repairs and renewals of cables	1,49,829	2,55,857	1,06,028	...
Repairs of Mekran Coast lines	40,787	20,065	...	20,722
Repairs of lines in Persia	24,235	32,946	8,711	...
Advertising charges in England	11,854	2,501	..	9,353
London Office	16,042	...	...	16,042
Special Accounts Establishment	3,704	8,866	5,162	...
Subsidies to Biluch Chiefs	19,904	14,134	...	5,770
Signalling Establishment, Persian Gulf	97,162	98,068	906	...
Signalling Establishment, Persia	90,036	1,00,582	10,546	...
Repairs to *Patrick Stewart*	12,521	23,229	10,708	...
Coals	23,882	23,113	...	769
Superintendence	27,115	21,014	...	6,101
Bonus to signallers	...	2,932	2,932	...
Director General's Tour in Persia and Turkish-Arabia	2,280	...	...	2,280
Clerks in Director-General's Office	643	1,234	591	...
Signal Office expenses	1,215	11,899	10,684	...
Filling in low ground at Manora	4,499	1,878	...	2,621
TOTAL	5,25,708	6,18,318	1,56,268	63,658

3. *Receipts.*—The receipts amounted to ₹10,97,332, of which ₹10,60,400 were derived from message revenue. Compared with the receipts of the previous year, the message revenue shows a falling off of ₹69,910. This decrease is due to the traffic passing over the Indo-European system having assumed normal proportions. During 1889-90 there were no interruptions of the Eastern Company's Cables causing traffic to be diverted from the Suez to the Teheran route, as was the case in 1888-89. Hence the apparent decrease of traffic in 1889-90.

4. *Net Revenue.*—The net revenue of the year amounted to ₹49,764, being a dividend on the Capital of 0·44 per cent. While the traffic remains normal, a more satisfactory result cannot be expected, until the extensive renewals of the cable now in progress are completed and the reinsulation of the lines in Persia has also been accomplished. Unlike the Indian Telegraph Department, the operations of the Indo-European Telegraph Department are necessarily mainly confined to carrying the traffic tendered at the termini, and this work the Indo-European Telegraph Department, although not at present a financial success, has done admirably.

5. *Joint Purse.*—The following table shows the sums* paid into and drawn out by the Indo-European Telegraph Department yearly since 1878-79, when the joint purse agreement was concluded:—

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	...
1889-90	85,685	73,184	12,501	...
TOTAL	933,797	905,135	93,481	64,819

6. *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	*Vid* Suez	60·39%
	Vid Indo-European Route	39·61%
On Trans-Indian Traffic	*Vid* Suez	80·53%
	Vid Indo-European Route	19·47%

The percentages of traffic actually carried have been—

YEAR.	ON INDIAN TRAFFIC.		ON TRANS-INDIAN TRAFFIC.	
	Vid Suez.	*Vid* Indo-European route.	*Vid* Suez.	*Vid* 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%
„ 1889-90	49·92%	50·08%	82·89%	17·11%

The division of receipts, since 1878-79, is shown in Appendix C.

* Inclusive of the liability of the Indo-European Telegraph Department for interruptions in Turkey under Article X of the Joint Purse Agreement.

INTERRUPTIONS.

7. In the Persian Gulf Section there were no interruptions affecting traffic during the year, while in the Persian Section there were two total interruptions lasting 15 hours 53 minutes and 7 hours 5 minutes respectively, but as neither of these exceeded the limit of 24 hours, they are not taken into account for purposes of the joint purse agreement.

8. The total interruptions on the Indo-European Company's line between Lowestoft and Teheran aggregated 8 days 19 hours 37 minutes. The Turkish route was totally interrupted between Fao and Constantinople for 30 days 22 hours and 35 minutes, and between Constantinople and Western Europe for 23 hours and 40 minutes.

9. The duration of interruptions between Western Europe and India on the Turkish route for the last five years has been—

	Days.	Hours.	Minutes.
1885-86	129	9	1
1886-87	109	9	9
1887-88	59	20	59
1888-89	51	17	22
1889-90	31	22	15

The improvement noticeable in the last three years shows that the efforts made by the Turkish Administration to improve the line between Fao and Constantinople has met with a fair amount of success.

TRAFFIC.

10. The service regulations of the Berlin International Telegraph Convention of 1885 were in force throughout the year.

11. The tariff on messages from stations in the Gulf to the westward was increased by three annas a word from the 21st February 1890. The increase of tariff on telegrams from Gulf stations to India, which came into force on the 1st July 1888, remained in force till the 31st March 1890.* In Appendix E is shown the net value of the traffic during 1889-90, amounting to R11,24,014-6-9, which is divided as follows :—

* From the 1st April 1890 this tariff was reduced by one anna a word.

	R	a.	p.
Messages from India and Eastward	5,63,036	3	5
„ „ Westward of Bushire	5,09,563	7	5
„ „ „ „ Fao	38,759	4	3
„ „ Persian Gulf Stations	12,655	7	8
TOTAL RUPEES	11,24,014	6	9

12. Appendix F is a comparative statement showing the number of messages and words and the percentages of messages received from and forwarded to the Persian and Turkish lines during 1888-89 and 1889-90. The following is a table comparing the traffic for the past six years :—

YEAR.	NUMBER OF		Net Receipts.			REMARKS.
	Messages.	Words.				
			R	a.	p.	
1884-85	93,335	1,325,404	9,51,348	5	0	
1885-86	113,576	1,672,002	11,83,190	11	0	Normal year.
1886-87	99,733	1,364,192	9,30,361	7	0	Suez route interrupted 2 months.
						Persian Gulf Transit rates reduced and Press rates lowered from July.
1887-88	82,540	1,266,849	8,87,956	10	0	Indo-European Company's lines interrupted February and March 1888.
1888-89	114,991	1,642,079	11,87,669	0	0	Suez route interrupted during August and September 1888.
1889-90	106,702	1,558,695	11,24,014	6	9	Normal year.

13. From this table it will be seen that the traffic, during the years 1885-86 to 1888-89 inclusive, was abnormal, owing to change of tariffs or interruptions on

either the Suez or the Indo-European routes, necessitating the diversion of traffic from the interrupted to the uninterrupted route. Hence the traffic of the year 1889-90 is not comparable with that of the previous year.

14. The telegrams and words carried during the past four 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	11,24,074	1,355	1,21,566
1887-88	2,514	90,238	78,850	10,50,757	1,079 *97	52,572 73,282
1888-89	2,957	93,093	109,524	13,64,945½	2,384 *126	1,05,587 78,454
1889-90	2,403	45,394	101,075	13,09,778	3,104 *120	1,23,893 79,630

* Special Press messages to London, for *The Times*.

15. The average length of commercial and private messages increased from 12·5 in 1888-89 to 12·6 in 1889-90. There were, in addition to the paid traffic noticed above, 781 Government and Press Messages transmitted free of charge to the British Resident at Bushire who supplies His Imperial Majesty the Shah with copies. These free messages aggregated 70,648 words and were valued at R19,711.

16. The following table gives the percentage of traffic which has passed over the Teheran and Turkish routes respectively for the last four years :—

	Vid Teheran.	*Vid* Turkey.
1886-87	95·47	4·53
1887-88	93·74	6·26
1888-89	94·28	5·72
1889-90	93·00*	7·00

* The Teheran route was interrupted from the 16th to the 22nd December 1889.

17. *Speed of transmission.*—The average monthly speed of transmission from the United Kingdom to Calcutta for the last four years by the two most direct routes was—

	Vid Teheran.		*Vid* Suez.	
	H.	M.	H.	M.
1886-87	1	31	2	31
1887-88	1	11	2	42
1888-89	2	24	3	2
1889-90	1	5	2	21

From England to Karachi the mean rate of transmission was—

	Vid Teheran.		*Vid* Turkey.	
	H.	M.	H.	M.
1886-87	1	5	10	45
1887-88	0	55	15	54
1888-89	1	4	19	28
1889-90	0	59	12	14

18. Fuller particulars are given in Appendix H. It is satisfactory to note that the Turkish administration has increased its working speed. Appendix G shows the average daily mean rate of transmission between Karachi and Teheran.

19. *Check of Errors.*—The total number of words examined for errors was approximately 1,407,192. The percentage of errors on the Persian Section was 0·279 and on the Persian Gulf Section 0·319. The accuracy of transmission therefore between Karachi and Teheran amounts to 99·402 per cent.

20. *Rectifying Messages and Public Complaints.*—The total number of complaints regarding errors, delay and non-delivery of messages received for investigation during the year, amounted to 60, as against 84 in the previous year. Of these, 37 were referred by European Administrations, and 23 from India and the Far East. In addition, 40 other references were received on various, subjects,

bringing up the total number of references of all kinds to 100. Out of this number, the Gulf and Persian Sections were responsible for 13 only, namely, 8 errors, 3 non-deliveries and 2 delays.

PERSIAN GULF SECTION.

CABLES.

21. The lengths of the Cables at the end of the last two years were :—

	1889-90. Knots.	1888-89. Knots.
Gutta-Percha Cable	1,224·0	1,224·79
India-Rubber Cable	501·31	501·90
Viz., Gutta-Percha.		
Fao to Bushire	152·13	152·13
Bushire-Jask of 1885	519·05	519·05
Jask-Manora	534·85	535·64
Manora-Karachi (3 Cables)	17·97	17·97
TOTALS	1,224·00	1,224·79
India-Rubber.		
Bushire to Jask	501·31	501·90
GRAND TOTALS	1,725·31	1,726·69

showing a decrease in the total length of 1·38 knots in the various repairs and renewals, which is mainly due to the diversion at Gwadur, see paragraph 26.

22. Besides the above, the following cables are also in good working order between Karachi and Manora :—

	Knots.
Cable connecting Karachi and Manora	10·506
Cable connecting Port Trust Office and Port Officer's office by Telephone	4·157
TOTAL	14·663

ELECTRICAL CONDITION OF THE CABLES.

23. *Fao-Bushire Gutta-Percha Cable.*—The electrical condition of this Section continues low, owing to the presence of a small partial fault discovered in January 1889, while cutting out a fault developed in November 1886. Owing to its very high and variable resistance, this fault cannot be localized with any degree of accuracy, and it is not intended to disturb much of this cable unnecessarily, as experience has conclusively shewn that the life of a cable once disturbed is much shortened. The fault in no way interferes with good working, and therefore, its repair will not be attempted till its resistance goes down and its position can be exactly localized.

24. *Bushire-Jask Gutta-Percha Cable of 1885.*—The small fault which appeared in this Section in December 1885, and which was never accurately localized owing to its very high resistance, has quite sealed up and the insulation resistance is now satisfactory.

25. *Bushire-Jask India-Rubber Cable of 1869.*—This Section has continued faulty throughout the year. Their were at least two and possibly three faults remaining on the 1st April 1890. Their localization will be proceeded with on the next trip of the "*Patrick Stewart*", when some lengths of original cable, in one of which one fault is known to exist, will be renewed. The presence of these faults interfered in no way with the working.*

26. *Jask-Manora Gutta-Percha Cable.*—The Gwadur Station having been cut out of the cable system in September 1889, the two sections Jask-Gwadur and Gwadur-Manora have been made one. The insulation of this Section is now quite satisfactory.

27. *Harbour Cables.*—The extension of the Railway lines, noticed in last year's report, has been steadily progressing and a great length of the harbour cables, between the Central Office and the Custom House, is now covered by embankments. During the construction of the lines and some roads the

* Since writing the above, three faults have been removed and the insulation of this section has risen.

cables were uncovered in places and damaged by the workmen. One total break, caused by the point of a pickaxe penetrating the cable and severing the core, and one partial earth fault from the same cause, were discovered on the 11th September 1889 and repaired on the 21st. Two more partial faults were discovered on the 30th December 1889, and could not be repaired as a road was constructed over the position of the fault. To avoid this dangerous ground a land-line, 2,818 yards long, was constructed from the Central Office to near the Custom House. Here a roomy cable house was built and six cables entrenched up to cable box No. 6, beyond the Custom House.

28. *Working and Testing.*—Duplex working has been established as an experiment on the Bushire-Jask Gutta-Percha Cable, and has been found to be very useful during the periods of interruption on the India-Rubber Cable, when the Jask-Karachi Cable and one land line wire were used in connection with duplex on the above Cable. The speed of working attained, however, is not as great as was anticipated, but with additional apparatus now being manufactured it is hoped that it will be raised considerably. The undertaking is nevertheless an undoubted success and unique in its way, as it is believed to be the first instance of a long sea cable being worked by the duplex method with ordinary Morse instruments. Great credit is due to Mr. Possmann, the Engineer and Electrician of the Persian Gulf Telegraphs, by whom the system was devised and to whose calculations the instruments used were manufactured in the workshops of the Indian Telegraph Department.

29. Mr. Pierce, one of the Superintendents of the Persian Gulf Section, carried out some experiments in automatic signalling with such satisfactory results that two sets of Wheatstone's fast working automatic transmitters and receivers complete have been indented for from England, with the view to giving practical effect to the system. Great credit is due to Mr. Pierce for suggesting and conducting these experiments from which much is hoped for in the future.

30. An official history of the cables was completed during the year by Mr. Possmann, the Engineer and Electrician. This work will be of the greatest use and interest so long as the cables exist.

FAULTS AND INTERRUPTIONS ON THE CABLES.

31. On the 31st March 1889, there were three faults awaiting repair. One in the Fao-Bushire Section discovered in January 1889, and not localized. One in the Bushire-Jask Cable of 1885, which appeared in December of that year, and not localized. One in the Bushire-Jask India-Rubber Cable discovered in January 1889, and not localized. During the past year 7 new faults occurred, namely, 3 total breaks and 4 partial earth faults. Of these 10 faults, one sealed up and 5 have been cut out, leaving for repair on 31st March 1890, four faults; namely, one in the Fao-Bushire Cable and three in the Bushire-Jask India-Rubber Cable. The three total breaks were due to the corrosion of the iron guards. Of the 2 partial faults repaired, one was due to the same cause, and one to manufacture, the iron sheathing having been pressed into the core, leaving only a thin film of gutta-percha between the conductor and earth. It is a matter for surprise that this film was not pierced by the current during the 25 years the cable has been down, and it is probable that there was some local cause for its rupture in October 1889, when the fault first developed.

32. One circuit between Karachi and Bushire was in working order throughout the year, while a second circuit was available for 346 days, the India-Rubber Cable between Jask and Bushire being interrupted for 19 days on account of breaks, repairs, and renewals.

33. The Cable between Karachi and Jask was interrupted for 129⅓ days, owing to a fault off the Malan which could not be repaired on account of the monsoon swell having set in. Both the land-line wires, however, worked well during this time, the rupture of the cable thus causing no delay to traffic.

MAINTENANCE, REPAIRS AND RENEWALS OF THE CABLES.

34. During the past official year the Telegraph steamer "*Patrick Stewart*" made 4 trips, during which she steamed upwards of 7,000 knots, the Engineering Establishment being absent from Head Quarters 117 days.

35. The work of renewal of the Karachi-Bushire Cable* was proceeded with satisfactorily during the year. Up to the end of the working season of 1890, and since the 1st September 1888, 428 knots of Cable have been renewed, leaving 337 knots to be renewed.

36. In addition to this, 50½ knots of new Cable were laid down on account of faults and diversions.

37. Whilst carrying out the repairs and renewals (including the diversion off Gwadur whereby that station was cut out of the Cable system) 280·88 knots of Cable were disturbed, of which—

23·2 per cent. had to be left on the ground, being too weak to bear lifting.
25·5 per cent. was found only fit to be stripped for the core.
43·7 per cent. was fit for relaying after repair.
7·6 per cent. in short pieces was kept for sale for fencing purposes.

EXPENDITURE OF CABLE AND CABLE IN STOCK.

38. The total amount of Cable expended during the past year, including repairs and diversions of the Karachi-Manora Harbour cables, amounted to 277 81 knots, leaving on the 1st April 1890 a balance in stock of 54·04 knots, made up as follows:—

	Gutta Percha.
Shore end	2·93
New cable	33·82
Repaired cable	10·00
Thin cable thin core	4·88
Thin cable thin core	2·41

39. The Estimate sanctioned by the Government of India† has again been worked up to 272·94 knots of cable having been manufactured or retaped in the factory against 267 knots, the length estimated.

† Sanction No. 282-T., dated 1st December 1888.

40. The Gutta-Percha Cable core recovered from stripped cable was re-manufactured into cable, if the length exceeded a quarter knot, shorter pieces being sent to the India Store Department, London, for sale in returned cable core tanks. All stripped India-Rubber core was also forwarded for sale, as it was found too full of faults to re-sheathe any lengths of it.

MEKRAN COAST LINES.

41. The lengths of the various Sections of these lines, at the close of the year under review, were as follows:—

	Miles of Line.	Miles of Wire.
Karachi to Sonmeanee Branch	41·10	82·20
Sonmeanee Branch	2·00	4·00
Sonmeanee Branch to Ormara	172·90	345 80
Ormara to Pusnee Branch	88·40	176·80
Pusnee Branch	3 20	6·40
Pusnee Branch to Gwadur	76 40	152·80
Gwadur to Charbar	116·20	232·40
Charbar to Jask	201·26	402 52
TOTAL	701·46	1,402·92

42. *Maintenance and Repairs of Land-lines.*—In the Gwadur Division 823 Johnson and Phillips fluid insulators were substituted for an equal number of Schomberg and other patterns of insulators. This completes the insulation of the line with fluid insulators along its whole length.

43. The line from Karachi Office to Lyari angle post, a distance of 1⅓ miles, was diverted on account of some buildings being erected on the old route. The wire now employed is hard drawn copper wire 100lb to the mile. At Jaffri, where some posts were washed down in August 1889, the direction of the line has been altered, avoiding the water channel cut by the flood, and is now quite safe. The spans of the 2½ miles of double line at Ormara, where copper wire alone is used, have been altered from 150 to 100 yards each, causing an addition of 30 wooden posts. The wires of both lines have been renewed for a distance of 24⅓ miles, the old wire being in a very weak state through rust. All the old ingot joints in this section have been bridged over by iron binding wire soldered on

* Sanctioned by the Government of India, Public Works Department, in letter No. 282-T., dated 1st December 1888.

either side of the joint, which has led to a considerable reduction in the resistance of the wires. The brackets of the lower wire in both divisions were connected to earth through the iron part of the standards, or to the ground where wooden posts are used to do away with cross leakage which interfered greatly with the separate working of the two wires at night during the monsoon.

44. In the Jask Division the following work was carried out besides the earth-wiring, *viz.*:—

(*a*) the fitting of 140 middle and 40 lower galvanized iron clamps on such standards as had their bands destroyed by rust;
(*b*) the shifting of the masts at the Bir river, where the banks had been cut away; the span was increased from 427 to 683 yards;
(*c*) constructing 44 miles of a diversion of 56 miles from Pakhjah (21 miles east of Charbar) to the Dasht river. This diversion will be completed next season. It is being made to remove the line from a swampy plain where the posts and wire require renewal through rust and from a long length of precipitous hills where the inspection of the line is almost impossible during the greater part of the working season.

45. Some wilful damage was done to the line during the year under review, no less than 50 insulators having been broken in the Jask Division.

46. The only wilful damages in the Gwadur Division were the breaking of both wires near Karachi on the 19th November 1889, and the cutting and theft of about 100 yards of copper wire from the line in the same place, on the 4th and 5th January 1890. A reward of ₹50 was offered for the apprehension of the offender, but with no result.

47. *Interruptions.*—Only one total interruption has taken place on the whole of the Mekran Coast land line during the year, which was caused by both wires being wilfully cut near Karachi, aud lasted 1 hour 15 minutes. The Karachi-Jask Cable was, however, working at the time. Partial interruptions not affecting communication were 10 in number, aggregating 5 days 23 hours 6 minutes. Of these, four were due to wilful damage, one to a storm, one to a flood, three to the breakage of copper wires on the Ormara double line, due to spans being too long (these have since been reduced), and the cause of one is unknown.

48. The following are the durations of the partial interruptions on the various sections:—

	D.	H.	M.
Karachi-Ormara (6)	2	10	36
Ormara-Gwadur (3)	1	22	40
Gwadur-Charbar (*nil*)		...	
Charbar-Jask (1)	1	13	50
TOTAL	5	23	6

CABLE FACTORY.

49. Several improvements have been made in the machinery during the year which have resulted in increased speed and less noise as well as a saving in the consumption of coal. A new boat-house has been built with a slip for hauling up boats with a cradle running on rails. Also a new house has been erected, partially with materials recovered from the disused office at Gwadur, as quarters for the assistant to the electrician.

50. The following is a summary of the work done in the factory during the past year:—

Cable manufactured	195·59	knots
„ repaired and retaped	77·35	„
„ stripped for the core	98·63	„
TOTAL PASSED THROUGH THE FACTORY	371·57	„

51. This is the best record of a year's work since the establishment of the factory, and reflects the credit on the engineering establishment.

CABLE STEAMER "PATRICK STEWART."

52. This vessel remained in good working order throughout the year. She made four trips, during which she steamed about 7,000 knots; besides which she proceeded twice to Bombay for docking and repairs, steaming 1,800 miles. A statement of the work done by this vessel is given in Appendix L.

53. The new boilers for the ship arrived in Bombay in August last year and are stored until required for the ship in the Bombay Dockyard. The present boilers being still in working order, the new ones will not be fitted before the monsoon of 1891; and as the mechanical condition of our cables is constantly improving, owing to the large renewals being made, the detention of the ship in Bombay for some months for the purpose of fitting the boilers will, it is hoped, cause no inconvenience.

PERSONNEL.

54. Mr. Ffinch brings to notice specially the services of Messrs. Possmann, Sealy, Pierce and Captain Tindall, and writes in high terms generally of the establishment under his orders, who continue to carry on their duties in a satisfactory manner in a very trying climate.

PERSIAN SECTION.

55. *Line maintenance and repairs.*—The work of generally improving the line and removing faults in its original construction, such as reducing severe angles and unnecessarily long spans and adapting it for the use of porcelain insulators, which was begun in 1880, has been continued during the year under review.

56. *Offices.*—On the 8th December 1889, the Teheran office was removed into the new building erected by the Persian Government, where the Indo-European Department, the Indo-European Company and the Persian Government administration are now under one roof. The buildings are the property of the Persian Government, and through the courtesy of His Excellency the Mukhber-ed-Dowleh the details were carried out under the direction of Lieutenant-Colonel Wells, the Officiating Director. The new quarters are reported to be commodious and well adapted for the purpose for which they are required.

57. *Wilful damage.*—There were 86 acts of wilful damage committed in 1889-90, showing an increase of 126·3 per cent.. This increase is attributed to the larger use of white porcelain insulators, which are electrically far superior to the iron hooded insulators, but offer greater attractions to the Persians as targets for testing the efficiency of their guns or their skill in throwing stones. The advisability of continuing the use of white porcelain insulators is under consideration. A sum of 4,740 krans was received from the Persian Government in compensation for the damage, of which 2,490 krans were paid by the local Governors of Districts, the balance, 2,250 krans, being recovered through the agency of Her Britannic Majesty's Legation at Teheran.

58. *Interruptions.*—The principal interruptions during the year were (1) a flood in the Kinarigird Hills, causing a stoppage for nearly 16 hours on the nights of the 27th and 28th May 1889, and (2) wilful damage interrupting communication for seven hours on the 19th March 1890.

59. The following is a table showing the duration of interruptions from all causes for the past four years:—

	On 1 wire. H.	M.	On 2 wires. H.	M.	On 3 wires. 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
1889-90 . .	429	36	96	4	22	58

Birds and camels continue to be sources of annoyance and causes of interference with communication.

60. *Traffic.*—Traffic was interrupted for 15 hours 53 minutes in May 1889, and for 7 hours 5 minutes in March 1890, making a total of 22 hours 58 minutes during the whole year during which traffic was totally stopped. For purposes of the joint purse agreement an interruption is only taken into account if the traffic is totally interrupted for 24 hours; but neither of the above reached this limit.

Appendix M is a statement showing the average rate of transmission of messages between Teheran and Bushire, and *vice versâ*. Appendix N shows the number of messages transmitted over the Persian Section. This shows a decrease of 88,222 words since the previous year, which, however, is entirely due to the Eastern Company's cables working throughout the year 1889-90, without interruption, thus rendering it unnecessary to divert any messages to the Indo-European route.

The ordinary traffic arrangements remained unchanged during the year.

61. *Persian authorities.*—Friendly relations have been maintained with the local authorities and the inhabitants. Two cases of theft are reported and one case of an attack on a Gholam. None of these are deemed of any importance, and full compensation has been paid in each case to the aggrieved parties.

MESHED LINE.

62. *Line maintenance and repairs.*—1,400 new poles have been erected on this line.

63. *Interruptions.*—The interruptions, due to all causes, amounted to 1,994½ hours in the year, of which those due to wilful damage, aggregated 100 hours 30 minutes. Damage by camels accounts for 136 hours.

64. *Finance.*—A sum of 11,736 krans was received from the Persian Government for the payment of the Gholams employed on the Meshed Line, and monetary aid for the purchase of the line stores and instruments, required for the improvement of the working of the line, has been promised.

65. *Inspection.*—A detailed inspection of the line was made by the Officiating Director in December 1889 and January 1890, which resulted in proposals for the improvement of the line, to which proposals His Excellency the Mukhber-ed-Dowleh, C I.E., has acceded.

66. Throughout the year the Indo-European Telegraph Department was under the administration of Colonel H. A. Mallock.

SIMLA;
The 25th September 1890.

APPENDICES.

APPENDIX A.

Summary of Expenditure on Capital Account to 31st March 1890.

	Charges. In India.	Charges. In England.	Charges. Total.	Credits. In India.	£ s. d.	£ s. d.
Capital Expenditure on 31st March 1889					...	1,124,136 12 6
Capital Expenditure from 1st April 1889 to 31st March 1890—						
Persian Gulf Section.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.		
Works	925 10 1	...	925 10 1	...		
Do. (expenditure by Public Works Department)	...	...	...	...		
Loss by exchange on English transactions	94,396 13 8	...	94,396 13 8	...		
Suspense Heads—						
Stores	70,323 10 10	2,10,351 2 0	2,80,674 12 10	3,68,465 14 8		
Advances	15,795 11 6	...	15,795 11 6	15,965 14 2		
Sales	1,652 2 3	...	1,652 2 3	752 5 1		
Purchases	2,865 7 11	...	2,865 7 11	2,869 9 11		
Balance debited to Capital	...	...	...	8,256 14 5	825 13 9	
Total	1,85,959 8 3	2,10,351 2 0	3,96,310 10 3	3,96,310 10 3		
Persian Section.						
Suspense Heads—						
Works	7,843 2 2	...	7,843 2 2	...		
Advances	26,727 4 5	...	26,727 4 5	10,092 4 1		
Balance debited to Capital	...	...	...	24,478 2 6	2,447 16 3	
Total	34,570 6 7	...	34,570 6 7	34,570 6 7		3,273 10 0
						1,127,410 2 6
Deduct—Receipts in England—						
Sale of old cable core returned to England						
**Add—* Loss by Exchange on English transactions during previous years						18,485 12 0
						1,145,895 14 6

*Note.—The loss by exchange on English transactions for and up to the period ended 31st March 1889 was erroneously deducted from "Stores," to which service head it was charged in the first instance. The item however is a *bond fide* debit to "Capital," and hence has now been entered above, thus increasing the total expenditure to end of March 1890 to £1,145,895-14-6, or its equivalent ₹1,14,58,957, fractions omitted, as shewn in Finance Accounts for 1889-90.

F. RAWSON,
Examiner, Indo-European Telegraph Accounts.

APPENDIX B.

Revenue Account for the year ended 31st March 1890.

To Traffic Earnings from 1st April 1889 to 31st March 1890—

	Persian Gulf Section.	Persian Section.	Total.	£ s. d.
	₹ a. p.	₹ a. p.	₹ a. p.	
Net earnings on Indian, Trans-Indian and Local Traffic, including the profit on mean rates *vid* Turkey	10,91,430 0 0	1,50,030 0 0	12,41,460 0 0	
	£ s. d.	£ s. d.	£ s. d.	
	109,143 0 0	15,003 0 0	124,146 0 0	
Common Purse.				
Balance due to Common Purse	—15,944 0 0	—2,165 0 0	—18,109 0 0	
Profit and Loss	...	...	...	
Gain by exchange	3 0 0	...	3 0 0	
Net Total	93,202 0 0	12,838 0 0	106,040 0 0	106,040 0 0

To Miscellaneous Receipts—

	Persian Gulf Section.	Persian Section.	Total.	£ s. d.
	₹ a. p.	₹ a. p.	₹ a. p.	
India	4,948 0 0	3,043 0 0	7,991 0 0	
England	16,352 0 0	3,625 0 0	19,977 0 0	
Exchange	7,337 0 0	1,627 0 0	8,964 0 0	
Total	28,637 0 0	8,295 0 0	36,932 0 0	3,693 4 0
			Total	109,733 4 0

By Expenditure from 1st April 1889 to 31st March 1890—

	In India.	In England.	Total.	£ s. d.
Persian Gulf Section.	₹ a. p.	₹ a. p.	₹ a. p.	
General Charges	1,20,386 0 0	16,842 0 0	1,37,228 0 0	
Line Maintenance	31,501 0 0	...	31,501 0 0	
Cable Maintenance	4,14,903 0 0	...	4,14,903 0 0	
Signalling	1,62,460 0 0	2,000 0 0	1,64,460 0 0	
Exchange	8,455 0 0	...	8,455 0 0	
Total Persian Gulf Section	7,37,705 0 0	18,842 0 0	7,56,547 0 0	
Persian Section.				
General Charges	88,088 0 0	7,122 0 0	95,210 0 0	
Line Maintenance	78,382 0 0	2,562 0 0	80,944 0 0	
Signalling	89,983 0 0	2,562 0 0	92,545 0 0	
Exchange	5,495 0 0	...	5,495 0 0	
Total Persian Section	2,61,948 0 0	12,246 0 0	2,74,194 0 0	
Total Indo-European Telegraph Department	9,99,653 0 0	31,088 0 0	10,30,741 0 0	
Cost of repairs by Public Works Department			4,310 0 0	
Stationery			890 0 0	
Amount paid to the Persian Government on account of the Jask Royalty from 13th March 1889 to 12th March 1890			11,765 0 0	
Deduct—Excess credit to Public Works Department in 1889-90			—138 0 0	
			10,47,568 0 0	104,756 16 0
By Balance			...	4,976 8 0
				109,733 4 0

F. RAWSON,
Examiner, Indo-European Telegraph Accounts.

APPENDIX C.

JOINT PURSE.*

TABLE A.—Division of Receipts.

YEAR.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.				
	Number of words.	Total net value.	Proportions for			Number of words.	Total net value.	Proportions for			Number of words.	Total net value.	Proportions for		
			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	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	310,009 16 2	187,214 18 10	69,256 3 5	53,538 13 11	841,876	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	3'15',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	340,390 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 10 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	60,837 19 1	1,441,312	193,303 8 5	155,739 14 6	22,265 4 8	14,388 9 3	3,650,260¼	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
1888-89 .	2,183,567½	335,257 11 4	201,209 16 8	75,703 11 6	58,344 3 2	1,691,966¾	220,776 19 5	172,737 12 8	29,238 5 8	18,781 1 1	3,875,534¼	556,034 10 9	373,047 9 4	104,961 17 2	77,125 4 3
1889-90 .	1,945,184	325,185 3 9	196,789 13 4	72,420 11 10	55,974 18 7	1,633,614½	228,917 15 8	184,013 0 10	27,699 11 0	17,205 3 10	3,578,798½	554,102 19 5	380,802 14 2	100,120 2 10	73,180 2 5

TABLE B.—Division of Traffic as actually carried.

YEAR.	INDIAN MESSAGES.				TRANS-INDIAN MESSAGES.				TOTALS.			
	Total net value.	Proportions credited by			Total net value.	Proportions credited by			Total net value.	Proportions credited by		
		Eastern Company.	Indo-European Company.	Indo-European Department.		Eastern Company.	Indo-European Company.	Indo-European Department.		Eastern Company.	Indo-European Company.	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 . . .	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 10 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	71,409 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	338,720 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	205.426 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	104,507 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 . . .	328,324 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
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 7	30,755 1 5	19,931 11 5	556.034 10 9	343,374 17 7	121,364 13 9	91,294 19 5
1889-90 . . .	325,185 3 9	162,332 11 5	92,548 6 6	70,34 5 10	228,917 15 8	189,742 10 4	23,818 18 8	15,356 6 8	554,102 19 5	352,075 1 9	116,367 5 2	85,660 12 6

* Exclusive of the liability of the Indo-European Telegraph Department for interruptions in Turkey under Article X of the Joint Purse Agreement.

APPENDIX D.

Summary of Capital and Revenue Account for five years.

YEAR.	CAPITAL ACCOUNT.		REVENUE ACCOUNT.									Dividend on Capital.	REMARKS.
			RECEIPTS.					EXPENDITURE.					
			Persian Gulf Section.		Persian Section.								
	Capital Expenditure during year.	Total capital to end of year.	Message Revenue.	Miscellaneous.	Message Revenue.	Miscellaneous.	Total Receipts.	Persian Gulf Section.	Persian Section.	Total working expenses.	Net profit or loss.		
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 . .	37,831	1,12,81,595	8,70,926	47,126	1,08,835	8,350	10,35,237	5,66,475	2,70,381	8,36,856	1,98,381	1·75	
1888-89 . .	—40,257	1,12,41,365	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	
1889-90 . .	32,735	1,14,58,957*	9,32,020	28,637	1,28,380	8,295	10,97,332	7,73,374	2,74,194	10,47,568	49,764	0·44	

* This includes a sum of R184,856 on account of loss by exchange on English transactions during previous years erroneously omitted in previous accounts.

APPENDIX E.

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 1889-90.

1889-90.	Indian Lines.			Persian Lines.			Turkish Lines.			Stations of the Persian Gulf Section.			Gross Total.		
	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.	Number of Messages.	Number of Words.	Net Receipts, Persian Gulf Section.
			℞ a. p.			℞ a. p.			℞ a. p.			℞ a. p			℞ a. p.
April	3,977	52,766	43,567 14 4	3,256	50,747½	34,138 4 10	372	2,894	2,712 10 3	341	4,054	859 3 4	7,946	110,461½	81,278 0 9
May	4,074	52,296	43,049 8 9	3,633	60,358½	37,872 8 11	397	3,155	3,003 15 8	314	3,752	813 3 10	8,418	119,561½	84,739 5 2
June	3,746	48,887	39,706 13 3	3,296	54,938	34,665 10 0	383	3,061	2,690 7 10	249	3,238	687 3 6	7,674	110,124	77,750 2 7
July	4,478	56,772	46,617 2 1	3,686	58,007	38,072 5 4	409	3,238	2,931 11 10	316	3,387	981 9 9	8,889	121,404	88,602 13 0
August	4,244	57,753	47,280 6 11	3,812	59,845	39,839 7 0	466	3,973	3,416 1 2	367	4,276	1,109 10 9	8,889	125,847	91,645 9 10
September	4,236	56,556	46,757 13 8	3,686	62,376½	40,201 2 11	459	3,837	3,382 6 9	321	3,317	1,050 12 10	8,702	126,086½	91,392 4 2
October	4,651	63,606	52,754 3 10	4,349	75,529	52,823 10 6	529	4,797	4,333 15 9	368	4,033	1,139 12 4	9,897	147,965	1,11,051 10 5
November	4,708	66,497	53,847 2 0	4,498	80,669¾	54,796 0 0	480	3,915	3,667 8 6	376	4,123	1,010 12 0	10,062	155,204¾	1,13,321 6 6
December	3,385	47,510¼	38,891 1 9	2,973	54,313	35,189 14 11	353	3,680	3,377 6 0	372	4,383	1,082 6 0	7,083	109,886¼	78,540 12 8
January	4,919	66,074	54,536 11 5	4,453	74,489¾	50,228 8 5	518	4,551	4,195 8 4	408	4,628	1,260 11 3	10,298	149,722¾	110,221 7 5
February	4,314	59,593	46,127 9 8	4,060	72,054	45,337 14 3	384	3,100	2,842 13 7	373	4,619	1,251 4 0	9,128	139,366	95,559 9 6
March	4,763	63,129	49,899 11 9	4,300	72,481	46,398 0 4	286	2,568	2,204 10 7	367	4,888	1,408 14 1	9,716	143,066	99,911 4 9
Total for the Year	51,495	691,439¼	563,036 3 5	46,002	7,75,809	509,563 7 5	5,036	42,769	38,759 4 3	4,169	48,678	12,655 7 8	106,702	1,558,695¼	1,24,014 6 9
Monthly average	4,291	57,620	46,919 10 11	3,834	64,651	42,463 9 11	420	3,564	3,229 15 0	347	4,056	1,054 10 0	8,892	129,891	93,667 13 10

H. HARRISON.
Officiating Traffic Manager.

APPENDIX F.

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 1889-90 compared with the previous year.

Month.	1889-90.						1888-89.					
	Viâ Tehran.						*Viâ* Turkey.					
	From		To.		Total.		From.		To.		Total.	
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.
April	3,256	50,747½	3,753	50,777	7,009	101,524½	372	2,894	177	1,501	549	4,395
May	3,633	60,358½	3,896	50,637	7,529	110,995½	397	3,155	147	1,275	544	4,430
June	3,296	54,938	3,600	47,629	6,896	102 567	383	3,061	139	1,226	522	4,287
July	3,686	58,007	4,314	55,292	8,000	113,299	409	3,238	159	1,381	568	4,619
August	3,812	59,845	4,073	55,905	7,885	115,750	466	3,973	215	2,067	681	6,040
September	3,686	62,376½	4,028	54,675	7,714	117,051½	459	3,837	202	1,941	661	5,778
October	4,349	75,529	4,441	61,703	8,790	137,232	529	4,797	224	2,032	753	6,829
November	4,498	80,669¾	4,503	64,941	9,001	145,610¾	480	3,915	212	1,687	692	5,602
December	2,973	54,313	3,167	45,394¼	6,140	99,707¼	353	3,680	179	1,471	532	5,151
January	4,453	74,489¾	4,685	63,821	9,138	138,310¾	518	4,551	177	1,626	695	6,177
February	4,060	72,654	4,113	57,635	8,173	129,689	384	3,100	154	1,259	538	4,359
March	4,300	72,481	4,592	61,394	8,892	133,875	286	2,568	142	1,615	428	4,183
Total for the year	46,002	775,809	49,165	669,803¼	95,167	1,445,612½	5,036	42,769	2,127	19,081	7,163	61,850
Percentage	93·00						7·00					

Month.	1888-89.					
	Viâ Tehran.					
	From		To.		Total.	
	Messages.	Words.	Messages.	Words.	Messages.	Words.
April	2,659	42,615	3,065	39,543	5,724	83,158
May	3,390	60,574	3,661	51,409	7,051	111,983
June	3,483	62,541	3,963	55,753	7,446	118,294
July	3,658	68,405	3,738	52,123	7,396	120,528
August	8,160	112,051	10,084	114,301	18,244	226,352
September	7,235	102,927	7,585	89,242	14,820	192,165
October	3,927	64,056	3,873	54,230	7,800	118,286
November	3,937	63,840	4,196	61,550	8,133	125,390
December	3,767	66,949	3,934	56,751	7,701	123,700
January	4,161	72,730	4,344	62,415	8,505	135,145
February	2,818	50,918	3,033	41,495	5,851	92,413
March	2,906	45,674	2,973	40,824	5,879	86,498
Total for the year	50,101	814,276	54,449	719,636	104,550	1,533,912
Percentage	94·28					

Month.	1888-89.					
	Viâ Turkey.					
	From		To.		Total.	
	Messages.	Words.	Messages.	Words.	Messages.	Words.
April	301	4,068	166	2,612	467	6,680
May	233	2,094	122	1,195	355	3,289
June	259	2.201	111	1.155	370	3,356
July	227	1,863	101	897	328	2,760
August	516	4,156	237	2,406	753	6,562
September	633	4,845	252	2,404	885	7,249
October	391	3,583	234	2,425	625	6,008
November	324	2,949	172	1,569	496	4,518
December	353	3,012	188	1 876	541	4,888
January	327	2,929	143	1.310	470	4.239
February	332	2,727	189	1,523	521	4,250
March	349	2,715	183	1,432	532	4,147
Total for the year	4,245	37,142	2 098	20,804	6,343	57,946
Percentage	5·72					

H. HARRISON,
Officiating Traffic Manager.

APPENDIX G.

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 Tehran during the year 1889-90, compared with that of the previous year.

Month.	1889-90. Karachi to Tehran. Mins.	Secs.	Tehran to Karachi. Mins.	Secs.	Remarks.	1888-89. Karachi to Tehran. Mins.	Secs.	Tehran to Karachi. Mins.	Secs.	Remarks.
April	7	0	5	33		11	44	10	37	
May	8	43	8	4		9	4	8	31	
June	8	17	12	41	Working one circuit (owing to minor failing on several occasions); enhanced mean.	16	15	9	11	Working one circuit Gulf Section for 4 days 19 hours.
July	8	29	14	40		14	57	20	1	Karachi-Gwadur Section interrupted; working through land line 4 days 23 hours and one circuit Persian Section.
August	10	39	10	4		.....		.....		Not recorded owing to pressure of work caused by the total interruption of the Eastern Company's lines.
September	8	11½	7	15		.....		.....		
October	8	46	8	23		14	33	17	2	Working one circuit Gulf Section for 23 days 21 hours and one circuit Persian Section.
November	13	14	11	28	Persian minor and Gulf minor occasional bad working.	17	1	17	33	Working one circuit Gulf Section for 3 days 7 hours and Persian land lines working badly.
December	11	28	12	15	Repairing G. P. cable; 5th and 6th working one circuit to Tehran owing to sickness.	14	6	14	21	Working one circuit Gulf Section for 2 days 19 hours; Persian land lines working badly.
January	17	41	21	14	Persian Section bad weather, lines leaky.	18	41	25	55	Working one circuit Gulf Section for 5 days 23 hours; Persian land lines working badly.
February	20	38	25	1	Ditto Gulf Section Cable interrupted.	9	57	9	1	
March	13	36	13	5	Minor to Bushire interrupted 9th; bad weather on Persian lines.	8	5	5	34	
Average monthly mean rate of transmission per message during the Year	11	23½	12	28		13	26	13	47	

H. HARRISON,
Officiating Traffic Manager.

APPENDIX H.

PERSIAN GULF SECTION.

Statement showing the maximum, minimum and mean rate of transmission from the United Kingdom to Karachi during the year 1889-90, compared with that of the previous year.

Month.	1889-90. United Kingdom to Karachi. *Viâ* Tehran. Maximum.	Minimum.	Mean.	*Viâ* Turkey. Maximum.	Minimum.	Mean.	Remarks. Tehran route.	Turkish route.	1888-89. United Kingdom to Karachi. *Viâ* Tehran. Maximum.	Minimum.	Mean.	*Viâ* Turkey. Maximum.	Minimum.	Mean.	Remarks. Tehran 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	4 51	0 10	0 50	56 20	2 23	15 43	Company's lines interrupted 15 hours, 21 minutes.	Interrupted to Pera 47 hours, 25 minutes.	2 14	0 8	0 43	76 40	5 14	17 54	Company's lines interrupted 5 days, 4 hours, between Odessa and Emden.	Interrupted 5 hours beyond Fao.
May	3 24	0 6	0 48	67 16	3 48	15 16	Cable cut for repairs 13th, 16th and 19th. Company's lines interrupted 30 hours 34 minutes.	Interrupted to Pera 29 hours, 40 minutes.	3 3	0 8	0 36	99 40	4 21	33 11	1 Circuit Gulf Section 10 hours.	7 days, 9 hours beyond Busrah and Baghdad.
June	3 46	0 6	0 52	24 12	0 50	13 38	Cable interrupted on 10th.	...	5 1	0 6	0 49	33 35	4 22	15 20	1 Circuit Gulf Section 4 days, 19 hours.	
July	4 36	0 9	1 2	21 4	4 11	10 56	...	...	4 55	0 6	0 56	30 28	2 19	10 50	Company's lines interrupted 8¼ hours, west of Odessa, causing total interruption both routes.	2 days, 13 hours beyond Busrah.
August	3 47	0 4	0 48	43 39	4 13	13 41	...	...	...	...	...	...	...	...	Not recorded, owing to pressure of work.	
September	2 51	0 7	0 47	24 58	4 5	14 49	Cable cut for repairs and diversion from Gwadur Station.	...	...	...	...	...	...	...		
October	3 15	0 5	1 0	25 50	4 5	15 0	Cable under repair 4th to 8th.	...	6 41	0 5	0 55	47 8	3 23	19 26	1 Circuit Gulf 23 days, 21 hours.	
November	5 26	0 9	1 23	39 10	3 20	13 46	...	...	12 42	0 4	1 47	27 12	2 49	13 52	1 Circuit Gulf 3 days, 8 hours.	2 days, 4 hours beyond Busrah and Baghdad.
December	3 51	0 11	1 5	23 38	1 34	9 24	Company's lines interrupted 143 hours, 9 minutes.	Interrupted to Pera 29 hours, 35 minutes.	5 51	0 13	1 37	126 22	2 17	42 15	1 Circuit Gulf 2 days, 19 hours.	6 days, 13 hours beyond Busrah and Baghdad.
January	9 19	0 7	1 7	40 23	1 5	7 27	...	Interrupted to Pera 49 hours.	7 7	0 10	1 21	44 4	4 26	15 56	1 Circuit Gulf 6 days	Bushire Fao Cable interrupted 21 hours for repairs.
February	6 17	0 9	1 17	48 39	0 41	5 37	10th—23rd I. R. cable interrupted.	...	6 30	0 9	1 7	49 50	3 49	12 40	Company's lines interrupted 7 days, 6 hours west of Tehran.	
March	5 59	0 7	0 54	52 28	1 31	11 31	...	Interrupted 134 hours, 13 minutes.	2 26	0 6	0 54	43 51	4 32	13 20	Company's lines interrupted 6 days beyond Sukkumkale.	
Monthly average during the Year	4 46	0 7	0 59	39 43	2 38	12 14	...		5 39	0 7	1 4	57 53	3 45	19 28		

H. HARRISON,
Officiating Traffic Manager.

APPENDIX I.

Statement shewing the Faults and Repairs in the Persian Gulf Cables during the official year 1889-90.

Fault.		Repair.		Total duration of total interruption.		Section.	Locality of fault.		Cause of Fault.	Cable expended in repair.	Remarks.
No.	Date.	No.	Date.	Days.	Hours.		Knots.	From			
										Knots.	
1	28th December 1885.	...	1st July 1889, sealed up.	...	...	Bushire-Jask, new Gutta Percha.	...	...	.....	...	Partial earth not localized; now sealed up.
2	17th January 1889	...	...	...	...	Fao-Bushire, Gutta Percha	...	...	.....	...	Partial earth not localized.
3	31st „ „	1	13th May 1889 .	...	10	Bushire-Jask, India rubber	225·97	Bushire .	Broken wire pierced rubbles.	4·18	Partial earth,
4	20th February 1890.	...	...	...	...	Ditto . . .	...	...	.....	...	Partial earth not localized.
5	20th February 1890.	...	...	...	...	Ditto . . .	...	...	.....	...	Ditto
6	16th May 1889 .	2	17th May 1889 .	1	7	Ditto . .	404·66	Bushire .	Corrosion of guards and chafe.	0·92	Total break.
7	17th „ „ .	...	...	...	...	Ditto . . .	...	...	.....	...	Partial earth not localized.
8	11th June 1889 .	3	8th October 1889	119	5	Jask-Manora, Gutta Percha	455·82	Jask . .	Corrosion of guards .	64·98	Total break.
9	7th October 1889	4	12th December 1889.	...	9	Ditto . . .	75 7	Ditto .	Manufacture . .	5 71	Partial earth.
10	10th February 1890.	5	23rd February 1890	13	6	Bushire Jask, India Rubber	199·7	Bushire .	Corrosion of guards .	33·92	Total break.
									Total cable expended	109·71	

B. T. FFINCH,
Director, Persian Gulf Section.

APPENDIX J.

Statement shewing the Renewals in the Persian Gulf Cables during the official year 1889-90.

No.	Commencement of Renewal.	Termination of Renewal.	Total duration of Interruption caused by Renewal.		Section.	Locality of Renewal Knots.			Total length of Renewal.	Remarks.
			Days.	Hours.		From	To	From	Knots.	
1	28th April 1889 .	1st May 1889 . .	2	6	Bushire-Jask, India Rubber .	247·37	287·62	Bushire . .	40·31	
2	19th May 1889 .	20th May 1889 .	1	9	Jask-Gwadur, Gutta Percha .	59·96	70·16	Jask . .	10·21	
3	22nd September 1889	24th September 1889	2	10	Jask-Gwadur and Gwadur-Manora.	250·218	277·38	Ditto . .	27·18	Diversion.
4	4th December 1889 .	6th December 1889 .	1	23	Bushire-Jask, India Rubber .	498·67	501·79	Bushire . .	3·15	
5	5th „ „ .	9th „ „ .	4	3	Jask-Manora, Gutta Percha .	Jask cable house.	39·13	Jask . .	39·15	
6	28th February 1890 .	28th February 1890 .	...	13	Ditto . . .	413·88	422·7	Ditto . .	8·84	
7	2nd March 1890 .	3rd March 1890 .	1	12	Ditto . . .	178·40	212·29	Ditto . .	35·30	
					Total Cable Expended .	...	...	.....	164·14	

B. T. FFINCH,
Director, Persian Gulf Section.

APPENDIX K.

Statement shewing Expenditure of Cable during 1889-90, and quantity on hand on 31st March 1890.

Description.	Balance in hand, 31st March 1889.	Received since. Manufactured at Manora.	Received since. Received from England.	Total. Receipts, 1889-90.	Total. Expenditure, 1889-90.	Balance in hand, 31st March 1890.	Remarks.
Gutta Percha—							
Main Cable, 1st class	20·02	104·00	...	124·02	110·30	13·72	
Do. 2nd class	10·00	...	...	75·23	75·23	10·00	
Thin Cable, Thin core	8·60	...	...	3·72	3·72	4·88	
Do. Thick old core	6·80	44·50	...	48·89	48·89	2·41	
New Main Cable, old core	...	41·09	...	20·99	20·99	20·10	
Shore end	...	6·00	...	3·07	3·07	2·93	
ndia Rubber—							
Main Cable	10·34	...	...	12·46	12·46	...	
Shore end	3·15	...	...	3·15	3·15	...	
TOTAL	58·91	195·59	...	331·85	277·81	54·04	

Description.	Received since. Picked up at sea and retaped.	Total. Picked up at sea and retaped.
Gutta Percha—		
Main Cable, 1st class	...	...
Do. 2nd class	75·23	75·23
Thin Cable, Thin core	...	...
Do. Thick old core	...	...
New Main Cable, old core	...	...
Shore end	...	...
ndia Rubber—		
Main Cable	2·12	2·12
Shore end	...	...
TOTAL	77·35	77·35

B. T. FFINCH,
Director, Persian Gulf Section.

APPENDIX L.

Statement of work done by the Telegraph Cable Steamer "Patrick Stewart" during the year 1889-90.

Date. From	Date. To	Particulars.
1889.	1889.	
April 1st	April 5th	In Bombay harbour completing defects.
„ 6th	„ 9th	Left for Karachi, arriving on 9th.
„ 10th	„ 21st	At moorings in Karachi harbour.
„ 22nd	May 24th	Left Karachi for all stations with stores. Renewed faulty portions of India Rubber Cable in Jask-Bushire Section and in Jask Gwadur Section. Picked up old Gutta Percha Cable. Repaired 2 faults in Jask-Bushire Section India Rubber Cable and returned to Karachi.
May 25th	Sept. 18th	At moorings in Karachi harbour.
Sept. 19th	Oct. 8th	Left Karachi, diverted Cable from Gwadur station, making one section between Manora and Jask and repaired fault, and renewed a long length of the same Cable off the Malan and returned to Karachi.
Oct. 9th	„ 18th	At moorings in Karachi harbour.
„ 19th	„ 22nd	Left for Bombay, arriving there on the night of the 22nd.
„ 23rd	Nov. 4th	In Bombay harbour and dock, discharging old cable, wire and undergoing repairs, &c.
Nov. 5th	„ 7th	Left for Karachi, arriving on 7th.
„ 8th	„ 24th	At moorings in Karachi harbour.
„ 25th	1890. Jan. 10th	Left Karachi for Persian Gulf with Director on annual inspection duty and with stores and reliefs for stations. Renewed India Rubber Cable shore end at Jask, also 39 knots of cable in Jask-Manora Section. Repaired a fault in Jask-Manora Section. Picked up old cable and returned to Karachi.
1890. Jan. 11th	Feb. 12th	At moorings in Karachi harbour.
Feb. 13th	March 4th	Left Karachi, called at Ormara, Gwadur, Charbar and Jask to land stores. Repaired Bushire-Jask India Rubber Cable and renewed 34 knots old cable. Renewed 9 knots of cable near Malan and diverted from neighbourhood of deep water. Renewed 35 knots of old cable in Jask Manora Section off Astolah island and picked up old cable and returned to Karachi, arriving on 4th.
March 5th	„ 29th	At moorings in Karachi harbour.
„ 30th	„ 31st	Left for Bombay for docking.

Abstract.

	Days.
At moorings in Karachi	214
In Bombay harbour and dock	18
At Sea	133

B. T. FFINCH,
Director, Persian Gulf Section.

APPENDIX M.

PERSIAN SECTION.

Average rate of transmission of Messages in their transit through the Lines between Tehran and Bushire for the year 1889-90, as compared with the previous year.

1889-90.	Transit. Tehran to Bushire. H.	M.	S.	Bushire to Tehran. H.	M.	S.	Remarks.	1888-89.	Transit. Tehran to Bushire. H.	M.	S.	Bushire to Tehran. H.	M.	S.	Remarks.
April 1889	...	2	2	...	1	39		April 1888	...	4	4	...	4	56	
May ,,	...	4	3	...	1	47		May ,,	...	4	50	...	3	46	
June ,,	...	2	49	...	2	39		June ,,	...	5	18	...	3	50	
July ,,	...	3	44	...	1	44		July ,,	...	13	40	...	6	15	
August ,,	...	4	46	...	3	15		August ,,	2	25	18	...	7	28	Eastern Co.'s cable interrupted.
September ,,	...	3	8	...	2	37		September ,,	...	34	59	...	4	23	Ditto.
October ,,	...	5	17	...	3	55		October ,,	...	9	18	...	3	57	
November ,,	...	6	26	...	7	7		November ,,	...	16	22	...	8	54	Earthy lines.
December ,,	...	6	14	...	4	21		December ,,	...	8	7	...	4	13	
January 1890	...	17	12	...	11	57	Earthy lines.	January 1889	...	19	19	...		12	Ditto.
February ,,	...	9	10	...	6	56	Ditto.	February ,,	...	5	4	...	2	32	
March ,,	...	8	56	...	6	47	Ditto.	March ,,	...	1	55	...	1	57	
Average for Year	...	6	9	...	4	34		Average for Year	...	22	24	...	4	57	

HENRY L. WELLS, *Lieutenant-Colonel, R.E.,*
Officiating Director, Persian Section.

APPENDIX N.

PERSIAN SECTION.

Statement shewing number of Messages, Service and Paid, and Words paid, transmitted over Tehran and Bushire Lines during the year 1889-90, as compared with the previous year.

1889-90.	Messages. Service.	Paid.	Words paid only.	Remarks.	1888-89.	Messages. Service.	Paid.	Words paid only.	Remarks.
April 1889	539	7,370	104,893		April 1888	340	5,901	85,135	
May ,,	619	7,923	113,532		May ,,	354	7,326	114,500	
June ,,	460	7,188	103,952		June ,,	394	7,678	120,204	
July ,,	498	8,422	117,130		July ,,	413	7,829	124,056	
August ,,	517	8,203	117,640		August ,,	858	18,897	230,011	Eastern Co.'s cable interrupted.
September ,,	527	8,185	120,639		September ,,	650	15,631	196,624	
October ,,	458	9,349	141,363		October ,,	345	7,873	122,549	
November ,,	539	9,582	146,517		November ,,	331	8,538	128,442	
December ,,	382	6,513	102,344		December ,,	507	8,020	125,234	
January 1890	562	9,556	140,894		January 1889	538	8,837	138,835	
February ,,	581	8,580	131,937		February ,,	408	6,008	93,649	
March ,,	637	9,306	136,418		March ,,	584	5,891	86,242	
Total for Year	6,319	100,177	1,477,259		Total for Year	5,722	108,429	1,565,481	

HENRY L. WELLS, *Lieutenant-Colonel, R.E.,*
Officiating Director, Persian Gulf Section.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eight months of the official year 1890-91, and of the nineteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE EIGHT MONTHS, APRIL TO NOVEMBER.																							
	BENGAL.			MADRAS.			BOMBAY.			SINDH.			BURMA.			TOTAL BRITISH INDIA.							
	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	Total Import Revenue.	Export Revenue.	Total Revenue.			
1871-72	6,71	49,00	13,13	2,29	8,15	9,00	4,79	29,86	2,58	1,17	86	86	15,71	2,29	1,06	90,66	1,06,37	38,05	1,44,42					
1872-73	8,38	48,46	14,63	2,59	7,85	7,18	3,52	28,03	2,21	1,49	81	73	17,20	2,37	1,98	88,30	1,05,50	46,85	1,52,35					
1873-74	6,78	46,47	10,59	2,37	8,96	8,74	4,18	29,42	2,19	1,67	77	78	16,27	2,37	2,16	88,56	1,04,83	38,16	1,42,99					
1874-75	7,61	52,61	8,00	2,20	9,16	8,66	4,21	30,06	2,43	1,87	87	75	17,43	2,66	4,42	96,73	1,14,16	30,76	1,44,92					
1875-76	8,18	50,73	9,06	2,79	9,55	8,18	4,41	25,82	3,56	1,54	95	83	18,70	2,49	3,23	90,60	1,08,70	40,55	1,49,25					
1876-77	8,39	44,31	8,51	3,54	8,21	5,48	5,42	26,64	68	1,67	16	50	21,23	3,49	3,49	83,15	1,04,38	28,28	1,32,66					
1877-78	9,55	54,56	10,34	3,56	5,60	1,38	5,64	31,43	62	2,21	27	15	23,30	4,00	9,93	96,13	1,19,49	22,54	1,42,03					
1878-79	8,67	45,10	9,11	3,72	6,20	2,95	5,62	29,17	1,37	1,81	39	16	23,87	4,48	15,09	85,34	1,09,21	28,68	1,37,89					
1879-80	7,83	42,20	5,93	3,39	6,18	4,53	6,15	24,13	1,17	2,69	49	14	23,85	4,14	17,75	77,14	1,00,99	29,52	1,30,51					
1880-81	8,54	40,52	7,27	3,31	7,17	5,52	5,61	35,12	1,26	3,09	75	15	23,67	5,24	21,19	88,80	1,12,47	35,39	1,47,86					
1881-82	8,55	37,49	9,88	3,21	6,61	3,40	6,65	30,82	1,01	2,56	91	22	25,51	5,14	24,53	89,97	1,06,48	39,13	1,45,61					
1882-83	9,28	5	10,02	3,59	2	2,65	6,57	—1,05*	92	2,27	3	38	26,94	5-23	5	26,94	—90*	43,29	69,33					
1883-84	9,28	17	11,48	3,35	8	3,48	7,10	30	89	2,12	2	33	27,33	5,18	11	26,71	68	37,60	65,61					
1884-85	7,88	22	6,54	3,19	3	3,66	6,81	28	1,16	2,56	4	34	25,46	5,12	6	20,75	63	27,27	53,36					
1885-86	8,51	16	8,62	3,17	8	2,44	7,75	35	72	3,17	3	49	26,52	4,15	5	28,62	67	36,09	63,88					
1886-87	8,52	31	6,82	3,97	12	3,59	7,92	36	79	3,20	8	63	29,38	5,77	10	26,96	97	30,35	63,27					
1887-88	9,12	34	8,87	3,52	6	3,07	9,57	34	1,07	3,32	5	50	33,58	6,05	1	27,91	8,1	34,38	69,74					
1888-89	9,67	4,29	9,68	4,25	69	3,52	9,51	2,64	90	3,44	62	27	35,14	5,67	63	20,55	8,87	44,01	72,63					
1889-90	9,48	6,24	7,24	4,77	51	4,25	10,30	2,00	1,13	3,63	48	36	35,78	5,60	1,77	24,12	11,00	46,78	84,38					
1890-91	10,72	6,26	10,17	5,09	80	3,07	11,23	3,12	1,07	4,21	53	51	39,64	5,99	31	34,84	10,82	50,46	1,00,12	49,66	1,50,12			

* The amount refunded was greater than the duty collected.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXIII OF 1890-91.

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 23rd November, 1889. Total length open.	Receipts. Total.	Per mile open.	Week ending 22nd November, 1890. Total length open.	Receipts. Total.	Per mile open.	Total Receipts from 1st April to 23rd November, 1889. Total.	Per mile open per week.	Total Receipts from 1st April to 22nd November, 1890. Total.	Per mile open per week.	Total Increase in 1890-91.	Total Decrease in 1890-91.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	State Lines worked by Companies.												
29th Nov., 1890	East Indian (*a*)	1,526	9,49,429	622	1,526	9,07,923	595	2,77,33,301	535	2,58,02,929	497	...	19,30,372
29th ditto	Patna-Gya	57	9,037	159	57	8,629	151	3,28,806	169	3,32,651	171	3,845	...
15th ditto	Bareilly-Pilibhit	...	...	...	...	(*b*)	...	(*c*) 62,855	55	(*d*)62,091	54	...	764
29th ditto	Bengal-Nágpur (*e*)	305	36,870	121	585	55,512	95	11,27,615	109	19,33,985	100	8,06,370	...
29th ditto	Indian Midland (*f*)	752	83,388	111	752	63,527	84	19,09,271	82	19,31,393	76	22,122	...
29th ditto	Rajputana-Malwa	1,672	3,84,595	230	1,672	3,15,000	188	1,22,46,338	217	1,00,92,946	179	...	21,53,392
29th ditto	Southern Marátha	978	75,695	77	1,043	89,168	86	26,37,567	88	28,59,523	82	2,21,956	...
29th ditto	Ditto Mysore section	296	20,586	70	296	24,376	82	6,13,804	71	7,91,639	79	1,77,835	...
22nd ditto	Villupuram-Guntakal—Nellore-Tirupati section	83	4,139	50	83	4,779	58	1,61,628	58	1,53,196	55	...	8,432
	Villupuram-Guntakal section	...	...	...	42	3,843	91	...	...	(*g*)3,843	91	3,843	...
29th ditto	Bengal and North-Western* (*h*)	649	83,795	129	699	98,310	141	27,55,963	126	27,82,066	123	26,103	...
	TOTAL	6,318	16 47,534	261	6,755	15,71,067	233	4,95,77,148	238	4,67,46,262	206	...	28,30,886
	State Lines worked by the State.												
29th Nov., 1890	North Western	2,477	(*i*)6,52,171	263	2,395	(*j*)6,22,532	260	(*i*)1,83,11,428	218	(*j*)1,68,28,466	208	...	14,82,962
29th ditto	Oudh and Rohilkhand	692	1,48,798	215	692	1,39,927	202	48,41,378	206	43,25,860	184	...	5,15,518
29th ditto	Lucknow-Sitapur-Seramau	105	6,444	61	105	7,988	76	2,03,265	57	1,97,947	55	...	5,318
22nd ditto	Eastern Bengal	747	2,71,620	364	763	2,78,780	365	71,20,023	293	72,16,152	279	96,129	...
22nd ditto	Bengal Central†	125	10,505	84	125	16,360	131	4,94,834	116	4,15,594	98	...	79,240
22nd ditto	Nalhati	27	2,053	76	27	1,940	72	63,082	68	59,831	65	...	3,251
22nd ditto	Wardha Coal (*k*)	45	17,097	380	45	17,838	396	5,05,376	332	6,24,243	411	1,18,867	...
22nd ditto	Cherra-Companyganj	7	395	56	8	454	57	6,573	26	11,165	41	4,592	...
22nd ditto	Jorhát	25	948	38	28	1,155	41	40,168	47	42,656	44	2,488	...
22nd ditto	Burma (*l*)	553	73,937	134	556	1,02,027	184	29,36,346	157	32,60,589	174	3,24,243	...
	TOTAL	4,803	11,83,968	247	4,744	11,89,001	251	3,45,22,473	214	3,29,82,503	206	...	15,39,970
	Lines worked by Guaranteed Companies.												
29th Nov., 1890	Great Indian Peninsula(*m*)	1,447	8,54,822	591	1,447	7,73,388	534	2,05,72,382	421	2,14,95,487	442	9,23,105	...
29th ditto	Bombay, Baruda and Central India	461	2,60,511	565	461	2,24,000	486	80,46,211	516	78,00,064	502	...	2,46,147
29th ditto	Madras	840	1,66,364	198	840	1,99,432	237	60,07,285	211	61,24,864	216	1,17,579	...
22nd ditto	South Indian	654	95,913	147	655	1,19,060	182	37,78,055	171	40,29,488	182	2,51,433	...
	TOTAL	3,402	13,77,610	405	3,403	13,15,880	387	3,84,03,933	333	3,94,49,853	344	10,45,920	...
	GRAND TOTAL (GUARANTEED AND STATE)	14,523	42,09,112	290	14,902	40,75,948	274	12,25,03,554	253	11,91,78,618	238	...	33,24,936
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,42,80,036	133	6,21,19,412	124	...	21,60,624
	NET RECEIPTS	...	...	...	...	...	...	5,82,23,518	120	5,70,59,206	114	...	11,64,312
	Assisted Companies.												
29th Nov., 1890	Tárakeshwar	22	3,700	168	22	4,936	224	1,79,287	237	1,75,094	231	...	4,193
15th ditto	Rohilkhand-Kumaun	...	...	...	...	(*b*)	...	(*c*) 2,37,045	111	(*d*)2,29,378	107	...	7,667
15th ditto	Dibru-Sadiya	...	...	...	...	(*b*)	...	(*c*) 3,04,415	118	(*d*)3,22,035	125	17,620	...
	TOTAL	22	3,700	168	22	4,936	224	7,20,747	127	7,26,507	129	5,760	...
	Native States Lines worked by Companies.												
22nd Nov., 1890	The Nizam's Guaranteed State	354	48,013	136	354	40,224	114	14,87,080	124	16,03,155	134	1,16,075	...
22nd ditto	The Gaekwar's Dabhoi	59	2,464	42	72	3,130	43	87,826	44	1,28,898	56	41,072	...
22nd ditto	The Gaekwar's Mehsana	27	966	36	27	202	26	34,093	32	29,253	62	...	4,840
22nd ditto	The Gaekwar's Petlad	...	...	...	13	716	55	...	...	(*n*) 27,141	72	27,141	...
	TOTAL	440	51,440	117	466	44,764	96	16,08,999	108	17,88,447	115	1,79,448	...
	Native States Lines worked by the State.												
29th Nov., 1890	Rájpura-Bhátinda	...	(*o*)	...	108	10,358	96	(*o*)	...	3,35,521	92	3,35,521	...
	Native States Lines.												
1890	Jodhpore	124	7,369	59	124	5,400	44	2,22,556	53	2,31,037	55	8,481	...
	Bhávnagar-Gondal-Junagarh-Porbandar	329	24,092	73	334	22,196	66	8,31,939	89	9,79,925	87	1,47,986	...
	Morvi	68	2,867	42	94	7,463	79	1,21,536	53	2,02,715	63	81,179	...
	TOTAL	521	34,328	66	552	35,059	64	11,76,031	74	14,13,677	76	2,37,646	...

(*a*) Includes the Dildárnagar-Gházipur State Railway.
(*b*) Return not received.
(*c*) Total receipts from 1st April to 16th November, 1889.
(*d*) Total receipts from 1st April to 15th November, 1890.
(*e*) Includes the Asansol-Gollkera section of the Bengal-Nágpur Railway worked by the East Indian Railway.
(*f*) Includes the Sindia and Bhopal-Itársi State Railways.
(*g*) Total receipts from 17th November, 1890.
(*h*) Includes the Tirhoot State Railway.
(*i*) Includes the Amritsar-Pathánkot and Rájpura-Bhátinda State Railways.
(*j*) Includes the Amritsar-Pathánkot and Jammu and Kashmir Railways.
(*k*) Includes Warora Colliery.
(*l*) Includes the Toungoo-Mandalay Railway.
(*m*) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(*n*) Total receipts from 5th May to 22nd November 1890.
(*o*) Included with the North-Western Railway.
* Although for convenience classed among the State Railways, the Bengal and North-Western section of this line is the property of the Bengal and North-Western Railway Company.
† Although for convenience classed among the State Railways, this line is the property of the Bengal Central Railway Company.

F. B. HEBBERT,
Offg. Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, December 8th, 1890.

At the commencement of the week under review pressure was high in the Peninsula, and was lowest in the south-east of the Bay. Pressure was, however, decreasing in the Peninsula, and on the 2nd the low-pressure area in the Bay had extended westwards to the neighbourhood of the Coromandel coast, and the winds which had for some days previously been north-westerly began to shift round to their normal north-easterly direction. A general increase of pressure occurred during the next 24 hours, which was least in amount in the south of the Peninsula, and the belt of low pressure on the 3rd and 4th extended across the south of the Bay and Southern India. This change of pressure conditions determined a flow of north-easterly humid winds from the Bay to the Peninsula, and general moderate rainfall on the rd and 4th over the whole of the Peninsula to the south of Latitude 18° N., and local showers in the southern districts of Madras on the 5th. Pressure increased locally in the south of the Peninsula on the 4th. It decreased over the whole of India on the 5th, the decrease being largest in Northern India. The effect of these changes was to transfer the area of low pressure again to the south-east of the Bay on the 6th, 7th, and 8th, and to give fine dry weather with north-westerly winds in the Coromandel coast districts.

Pressure decreased locally in Upper India on the 6th, and on the morning of the 7th it was very uniform over the whole of Northern and Central India, a condition which usually precedes or accompanies slight disturbance in some part of Northern India in the cold weather. Weather was slightly unsettled from the 6th to the 8th in Northern and Central India.

On the 6th, showers were recorded in some parts of Rajputana, on the 7th in the East Punjab, and on the 8th in the Central Provinces.

A rapid rise of the barometer on the 7th in Upper India re-established normal pressure conditions in India, and was followed by a gradual improvement of the weather in Northern India.

Temperature.—The most important feature of the month has been the abnormally high temperature for the season over the whole of India and the low temperature in Burma. The following table gives the average variations of the mean temperature of the day (*i.e.*, mean of the maximum and minimum) in different parts of the empire from their normal values, day by day, during the week:—

Temperature variations for week ending the 8th December, 1890.

Date.	Burma.	Bengal.	North-Western Provinces.	Punjab.	Bombay.	Central Provinces.	Guzerat and Central India.	Sind and Rajputana.	Madras.
2nd December .	−1·7	−1·0	+4·0	+2·1	−0·7	+3·5	+2·2	+3·3	+0·2
3rd „ .	−1·2	−0·6	+5·3	+3·0	−0·3	+3·0	+5·5	+2·3	+1·2
4th „ .	−0·5	−0·2	+3·7	+1·4	+1·8	+3·7	+5·8	−0·2	+4·0
5th „ .	−1·5	+0·3	+3·5	+2·4	+3·7	+5·7	+5·9	+2·6	+3·1
6th „ .	−1·3	+0·5	+4·8	+0·6	+1·4	+6·3	+6·2	+2·6	+1·5
7th „ .	−2·3	+1·1	+4·0	+1·4	+2·6	+7·9	+6·5	+1·6	+2·5
8th „ .	−3·5	+1·6	+6·5	+1·5	+2·7	+7·9	+6·3	+2·1	+3·0
MEAN .	−1·7	+0·2	+4·5	+1·8	+1·6	+5·4	+5·5	+2·0	+2·2

The table shows that this feature of increased temperature was most prominent in Central India (average excess 5·5°), the Central Provinces (average excess 5·4°), and the North-Western Provinces (average excess 4·5°). With the exception of Sind, the Punjab and some parts of Bengal, the temperature was

above the normal by day as well as by night. The increased temperature was however, most strongly exhibited in the night as minimum temperatures. The following gives the average variation of the minimum temperature on each night of the week in the three areas of most greatest excess of temperature:—

Province.	Average variations from normal of minimum temperature on night of						
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.
North-Western Provinces . .	6·3	8·2	8·0	6·8	7·4	7·3	9·8
Central India	5·3	8·2	9·6	8·9	10·4	10·0	9·7
Central Provinces	3·4	3·5	5·1	8·3	10·8	12·4	13·5

The increased temperature was almost entirely due to the large amount of cloud over Northern and Central India during the week, in consequence of which the radiation of heat from the earth's surface at night was small in amount. The following gives the average amount of cloud at 8 A. M. on each day of the week in these areas:—

Province.	Average amount of cloud at 8 A.M. on						
	2nd.	3rd.	4th.	5th.	6th.	7th.	8th.
North-Western Provinces . .	1·3	6·5	6·3	3·4	2·3	1·1	3·4
Central India	2·9	5·4	7·1	4·7	2·3	1·9	1·3
Central Provinces	4·9	4·1	5·7	6·9	4·6	5·5	4·7

In Burma, on the other hand, skies have been much clearer than usual. The average amount of cloud during the week was 1·3, whereas the normal average is approximately 3·5 in December. Hence the night temperature in Burma throughout the week was considerably below the average, and the day temperature also below it, but to a less extent. The variations in temperature during the week have hence been almost entirely dependent upon the abnormal distribution of cloud.

Rainfall.—It has been pointed out in the preceding paragraphs that there were two periods of slight disturbance and of rainfall during the week. The first period was from the 3rd to the 6th, when fairly general rain fell over the whole of the Peninsula to the south of Latitude 18° North. Malabar, Coorg, the Bombay Deccan, and Madras South and Central received each an average of about an inch and slightly more than the normal fall of the week. Khandeish obtained an average of ·8 inch, an unusually large amount for the season. Madras Deccan and South Hyderabad received moderate rain slightly in excess of the normal fall of the week.

The second period of disturbance lasted from the 6th to the 8th, and gave showers to the Punjab, Rajputana, Central India and the Central Provinces, but it was only in the Punjab that the rainfall was of importance. It was heaviest in the north-west districts, which received an average of half an inch. It may be noted that the weather for some time past has been abnormally cloudy and rainy in that area.

The rainfall in other districts during the week was entirely or practically *nil.*

Province.	Division.	Rainfall data for week ending December 8th, 1890.			Rainfall data from October 14th to December 8th, 1890.		
		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 14th to December 8th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches	Inches.	Inches.	Per cent.
Burma.	Tenasserim	0	0	0	2·38	5·02	— 53
	Lower Burma	0	0·06	—0·06	5·42	5·93	— 9
	Central do.	0	0·03	—0·03	4·49	4·28	+ 5
	Upper do.	0	?	?	3·20	?	?
	Arakan	0	0·07	—0·07	5·81	5·41	+ 7
Bengal and Assam	Eastern Bengal	0	0·39	—0·39	3·80	4·02	— 5
	Assam (Surma)	0	0·03	—0·03	2·60	3·59	— 28
	Do. (Brahmaputra)	0·03	0·13	—0·10	3·48	2·61	+ 33
	Deltaic Bengal	0	0·14	—0·14	5·88	2·99	+ 97
	Central do.	0	0·08	—0·08	4·84	2·55	+ 90
	North do.	0·02	0·03	—0·01	10·79	2·43	+344
	Orissa	0	0·20	—0·20	4·81	5·15	— 7
	Chota Nagpur	0	0·05	—0·05	0·85	1·73	— 50
	Behar (South)	0	0	0	1·34	1·52	— 12
	Do. (North)	0	0	0	3·20	1·31	+144
North Western Provinces and Oudh.	North-Western Provinces (East)	0	0	0	0·35	0·89	— 61
	Oudh (South)	0	0·03	—0·03	0·07	0·38	— 81
	Do. (North)	0	0·08	—0·08	0·27	0·21	+ 29
	North-Western Provinces (Central)	0·02	0	+0·02	0·10	0·39	— 74
	North Western Provinces (West)	0·05	0·05	0	0·06	0·12	— 50
	North-Western Provinces (Submontane)	0	0·05	—0·05	0·37	0·39	— 5
Punjab	Punjab (South)	0·09	0·07	+0·02	0·50	0·20	+150
	Do (Central)	0·02	0·05	—0·03	0·21	0·28	— 25
	Do. (Submontane)	0·28	0·21	+0·07	0·54	0·37	+ 46
	Do. (Hill Districts)	0·18	0·26	—0·08	0·81	0·87	— 7
	Do. (North-west)	0·53	0·16	+0·37	2·93	0·98	+199
	Do. (West)	0·23	0·03	+0·20	1·38	0·23	+500
Bombay and Malabar Coast Districts (Madras).	Malabar	1·07	0·52	+0·55	10·10	10·69	— 6
	Madras (South Central)	1·35	0·61	+0·74	9·83	10·75	— 9
	Coorg	1·12	0·07	+1·05	8·10	8·36	— 3
	Mysore	0·63	0·11	+0·52	7·31	4·70	+ 66
	Konkan	0·18	0·02	+0·16	2·02	1·99	+ 2
	Bombay Deccan	0·98	0·17	+0·81	5·21	3·44	+ 51
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·79	0·01	+0·78	2·68	2·73	— 2
Central Provinces and Berar	Berar	0·14	0·16	—0·02	1·75	2·23	— 21
	Central Provinces (West)	0·03	0·09	—0·06	1·98	1·16	+ 70
	Do. do. (Central)	0·01	0·16	—0·15	1·69	1·10	+ 54
	Do. do. (East)	0	0·09	—0·09	1·13	1·14	— 1
Bombay (North)	Guzerat	0	0·02	—0·02	0·04	0·50	— 92
	Kattiawar	0	0·02	—0·02	0	0·26	—100
	Sind	0·02	0·01	+0·01	1·38	0·10	+1,280
Rajputana and Central India.	Central India (East)	0·09	0·06	+0·03	0·12	0·71	— 83
	Rajputana (East), Central India (West)	0·09	0·03	+0·06	0·73	0·32	+128
	Rajputana (West)	0	0·01	—0·01	0	0·13	—100
Madras	East coast (North)	0·01	0·83	—0·82	7·09	8·45	— 16
	Do. (A)	0	?	?	4·20	?	?
	Hyderabad (South)	0·30	0·05	+0·25	2·79	2·02	+ 33
	Madras (Central)	0·56	0·05	+0·51	4·96	4·31	+ 15
	East coast (Central)	0·96	0·81	+0·15	8·76	13·62	— 36
	Do. (South)	0·83	1·04	—0·21	10·58	14·54	— 27
	Madras (South)	1·11	0·98	+0·13	11·39	11·60	— 2

Simla, *11th December, 1890.*

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.

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

Madras.—*For week ending 13th December.*—No rain in three districts, fair in one taluk of Tinnevelly and one of Kurnool, where crops were withering; elsewhere rainfall very slight. Standing crops generally good except in parts of seven districts. Want of rain felt in these seven districts, the south of Nellore and in parts of Salem and South Canara. The second crop of rice has failed over considerable areas in Malabar. Oilseeds blighted in parts of Cuddapah and Anantapur. Cotton slightly diseased in one taluk of Bellary. Coffee affected by leaf disease in parts of the Nilgiris. Prices rising in five districts, nearly stationary in four, and falling in others. General prospects fair except in two districts, where they continue uncertain, though there has been great improvement in Tinnevelly after the recent rains.

Bombay.—*For week ending 17th December*—Rain has fallen in the Deccan and six other districts. Cotton in parts of three districts injured by blight or other causes. *Jowari* in parts of Sholapur damaged by frost, and crops generally in parts of two more districts by locusts or other insects. Standing crops otherwise good.

Bengal.—*For week ending 16th December.*—Dry and cold weather prevails. There was slight rain in Chittagong and Singbhoom during the week. General agricultural prospects are very favourable. The harvest of *aman* or winter rice is in progress, and the outturn will be good except in the flooded parts of Central Bengal and the Sarun district. *Rabi*, poppy and tobacco crops are in excellent condition. In some parts the young *rabi* crops have been slightly injured by locusts. Sugarcane is generally a good crop, and is being cut in some districts. Price of rice is declining with the appearance of the new *aman* crop in the market.

North-Western Provinces and Oudh.—*For week ending 17th December.*—Cloudy weather continues, and showers have fallen in a few districts. There was a little hail in the Aligarh district, but no injury to crops is reported. *Rabi* prospects are good everywhere. Locusts appeared in the Rai Bareli tahsils, but no damage was done. Markets well stocked, and prices fluctuating slightly.

Punjab.—*For week ending 17th December.*—Rain has fallen in six districts. Prices rising in two districts. *Rabi* sowings and weedings in progress. Rain wanted in three districts. Condition of standing crops is reported good. Crops have much improved by the recent rainfall. Flights of locusts are reported to have appeared in parts of the Rawalpindi district and in Khushab Shahpur district, but apparently without doing any damage. Fodder sufficient in all districts except in parts of Mooltan. Poppy sowings in progress in Jullundur.

Central Provinces.—*For week ending 17th December.*—Recent rain has benefited wheat, gram, and young linseed crops, but has damaged linseed which is flowering. Rain wanted in Saugor and Bilaspur.

Burma.—*For week ending 13th December.*—Reaping of paddy is going on throughout Upper and Lower Burma, and wheat cultivation in Katha and dry-weather paddy cultivation in Minbu are progressing. In Kyaukphyo the reaping of the late crop has commenced. In Meiktila ploughing and sowing for dry weather paddy and gram continues. The crop prospect remains unchanged, and is favourable except in five districts, where short crops are expected. The price of paddy has risen in one and fallen in five districts.

Assam.—*For week ending 17th December.*—Weather cold. Slight rain in some districts. Reaping of late rice and pulses continues. Prospects of crops generally good.

Mysore and Coorg.—*For week ending 17th December.*—Some rain reported in two districts of Mysore. Crops and prospects good except in parts of the Tumkur district, where more rain is wanted. No material change in prices.

No change in Coorg during the week. Prices stationary.

Berar and Hyderabad.—*For week ending 17th December.*—Average rainfall moderate in Berar. Weather cold. Cotton-picking in progress. Cutting of *jowari* continues. *Rabi* crops in good condition. Fodder sufficient. Slight rise in prices in two taluks.

No rain in Hyderabad during the week. Harvesting of *abi* crops continues. *Rabi* crops thriving. Prices stationary.

Central India.—*For week ending 17th December.*—Rain during the week in parts of Baghelkhand and Western Malwa Agencies. Condition of standing crops in Bhopal Agency improved. Prices of food-grains stationary in Bundelkhand and falling in Goona. Other conditions nearly the same as in last week.

Rajputana.—*For week ending 17th December.*—Slight rain in seven Agencies. Agricultural operations and standing crops generally satisfactory. Cattle in good condition. Pasturage or fodder scarce in four Agencies and Ajmere; sufficient elsewhere. Prices steady generally.

Nepal.—*For week ending 11th December.*—Weather cold and partially cloudy. Wheat is being sown.

J. W. P. MUIR-MACKENZIE,
for *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.

No. 52.] CALCUTTA, SATURDAY, DECEMBER 27, 1890.

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.

FINANCE AND COMMERCE DEPARTMENT.

EXCISE ADMINISTRATION OF INDIA.

No. 5978, dated Calcutta, the 24th December 1890.

RESOLUTION—By the Government of India, DEPARTMENT OF FINANCE AND COMMERCE.

The Governor-General in Council directs the publication, for general information, of the correspondence on the following subjects connected with Excise Administration, namely :—

I. Statements made by the Revd. Thomas Evans regarding the system of Excise Administration in Bengal and the North-Western Provinces and Oudh;

II. An enquiry into the Excise Administration of the tea districts of Bengal and Assam;

III. The proposed establishment of an outstill on the Chengmari Tea Garden in the Jalpaiguri District.

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

A

LIST OF PAPERS.

No.	Letters.	Subject.	Page.
I	From—Secretary of State for India, No. 93 (Revenue), dated 3rd October 1890, and Enclosures.	Forwarding copy of a letter from the Revd. T. Evans, Baptist Missionary, Mussoorie, dated the 1st August 1889, regarding the excise systems of Bengal and the North-Western Provinces.	1872
„	To—Governments, Bengal, North-Western Provinces and Oudh, No. 5795, dated 22nd November 1889.	With reference to above Despatch enquires whether there is, or ever has been, an excise system in force in Bengal and the North-Western Provinces and Oudh, under which contracts were given, in connection with central distilleries or otherwise, to the person, who undertook to sell the maximum quantity of liquor, or to pay duty on a certain minimum quantity, and if so, the extent to which the system prevails or has prevailed.	1874
„	From—Government, North-Western Provinces and Oudh, No. $\frac{27}{XIII-179A.}$, dated 23rd January 1890.	Replies to foregoing letter	1874
„	From—Government of Bengal, No. E. $\frac{1-C.}{4}$ 4, dated 10th February 1890, and Enclosures.	Ditto ditto	1874
„	To—Secretary of State for India, No. 311, dated 1st October 1890, and Enclosures.	Acknowledges receipt of Despatch No. 93 (Rev.), dated the 3rd October 1889, and communicates the result of enquiries made from the Governments of Bengal and the North-Western Provinces respecting Mr. Evans' remarks. Adds that the system, described by Mr. Evans from his own personal knowledge as being in force in Bengal and the North-Western Provinces, is not, and never has been, in force in Bengal, and has been in force only in a very small area of the North-Western Provinces, and in that area not in the form represented by the Revd. Mr. Evans. Observes, in conclusion, that such recklessness in assertion on the part of Mr. Evans, coupled with a claim to special knowledge of the subject on the ground of long experience and patient study of the question, is hardly less culpable than intentional mis-statement of facts.	1875
II	From—Secretary of State, No. 13 (Revenue), dated the 31st January 1889, and Enclosures.	Forwards, for consideration, five letters laid before Her Majesty's Secretary of State by a Member of Parliament regarding the liquor traffic and prevalence of drunkenness in Assam and Darjeeling, and suggests that a very careful enquiry into the facts and into the need for change in the excise administration of the tea districts should be instituted.	1877
„	To—Government, Bengal, No. 1247, dated 9th March 1889.	With reference to foregoing Despatch requests that arrangements may be made for an enquiry into the excise administration of the tea districts of Bengal as suggested by Her Majesty's Secretary of State.	1880

LIST OF PAPERS—*continued.*

No.	Letters.	Subject.	Page.
II	To—The Chief Commissioner of Assam, No. 1248, dated 9th March 1889.	With reference to foregoing Despatch requests that arrangements may be made for an enquiry into the excise administration of the tea districts of Assam as suggested by Her Majesty's Secretary of State.	1881
„	From—Government, Bengal, No. Ex. 1—D.—4—2, dated 10th February 1890, and Enclosures.	In reply to letter No. 1247, dated the 9th March 1889, forwards the report asked for regarding the Excise Administration of the tea-districts of Bengal.	1881
	From the Chief Commissioner of Assam, No. 2870 R., dated the 28th August 1890, and Enclosures.	In reply to letter No 1248, dated the 9th March 1889, forwards the report asked for regarding the excise administration of the tea districts of Assam.	1937
„	To Secretary of State for India, No. 318, dated 1st October 1890, and Enclosures.	Acknowledges Despatch No. 13 (Rev.), dated the 31st January 1889, and in reply forwards (1) the report of the Government of Bengal on the result of enquiries instituted by it in regard to the tea districts in that Province; (2) the report of the officer deputed by the Chief Commissioner of Assam to make a systematic enquiry into excise matters in Assam generally, and as affecting the tea industry particularly. Remarks that the consideration of the reports leads the Government of India to the conclusion that the accusations made against the excise administration in the tea districts in the enclosures of the Despatch under acknowledgment are for the most part unfounded, and in all cases exaggerated.	1938
III	From—Secretary of State for India, No. 50 (Revenue), dated 26th June 1890, and Enclosures.	Forwards papers regarding the proposed establishment of an outstill on the Chengmari Tea Garden in opposition to the wishes of the proprietor and his neighbours.	1942
„	To—Government, Bengal, No. 3906, dated 13th August 1890.	Forwards extract of above Despatch with a request for an early report on the facts of the case mentioned.	1943
„	From—Government, Bengal, No. E F. $\frac{1-P}{17}$ 7, dated 26th August 1890, and Enclosures.	Forwards the report called for in the foregoing communication.	1943
„	To—Secretary of State for India, No. 316, dated 1st October 1890, and Enclosures.	In reply to Despatch No. 50 (Revenue), dated 26th June 1890, forwards papers received from the Government of Bengal, explaining that the establishment of the outstill on the Chengmari Tea Garden was proposed with the object of substituting taxed for smuggled liquor, but that, in deference to the wishes of the owners of the garden, the Government decided that the shop should not be opened.	1947

I.

Correspondence regarding the Statements made by the Revd. Thomas Evans on the subject of Excise Administration in Bengal and the North-Western Provinces and Oudh.

No. 93 (Revenue), dated 3rd October, 1889.

From—The Secretary of State for India,

To—The Government of India.

I forward, for the consideration of Your Excellency's Government, a copy of a letter* from the Revd. T. Evans, and of the reply† I have caused to be sent to him, concerning the excise administration of Bengal and the North-West Provinces.

*1st August 1889. †26th September 1889.

Dated 1st August, 1889.

From—Revd. T. Evans, Baptist Missionary, Mussoorie,

To—Her Majesty's Secretary of State for India.

I have read with considerable interest and instruction Your Lordship's most excellent recent despatches to the Government of India on the subject of the principles on which Your Lordship believes the Indian Excise revenue is devised and carried out in India, and I am constrained by long experience of the practical working of the system in India, and by my interest in the welfare of the Indian people, to place at your Lordship's disposal certain facts which go to show that Your Lordship's present belief, that the Indian Government realizes the maximum of revenue from the minimum sale of liquor; in other words, that the price is raised to diminish the consumption is a belief unfortunately not warranted by the facts.

2. In this letter I propose to deal with the Abkari system as it prevails in Bengal and the North-Western Provinces of India, with which provinces I have been familiar over 30 years, and to show Your Lordship, as well as I can, by demonstration, that Your Lordship's belief rests on a fallacy steadily inculcated by all supporters of the present system and by all opponents of that necessary urgent reform which the honest and thorough adoption in practice of Your Lordship's carefully enunciated principle would involve.

3. For the years 1887-88, the total excise revenue of Bengal was ₹1,08,62,055.

This was derived from 13 different articles of excise, and it is a remarkable circumstance that nearly one-half of this large sum was realized from the one item of "*Country Spirits*," the revenue from which was ₹52,05,122, and which sum is an increase of ₹4,14,589 over the amount realized on this one item during the previous year.

As Your Lordship is doubtless aware, the manufacture of country spirits takes place both at the *Government Sudder Distilleries*, and also at certain "out-still" distilleries which supplement that manufacture.

The revenue realized from the Government sudder distilleries in Bengal last year was ₹20,13,738, and the issue was 1,087,856 gallons.

The out-still distilleries brought the Government ₹31,91,384, but the number of gallons issued by these latter is not given in the returns, the statement being that such information was not available, the number of gallons so sold being unknown.

The increase in the out-still revenue over that of the previous year was ₹2,29,632, whilst the increase in the revenue realized from the Government sudder distilleries was only ₹1,84,757, making the total increase given above, *viz.*, ₹4,14,389.

4. Before I comment on the effect of the above figures, I would crave Your Lordship's indulgence for a few moments whilst I describe or endeavour to give Your Lordship some idea of the *modus operandi* of the system as practised at the Government sudder distilleries.

First and foremost there is an existing contract, say, for 1886-87. One remarkable feature of that contract is, that it provides for a minimum number of gallons on which the contractor has to pay the Government duty, whether he sells that number of gallons or no.

The contractor must take his chance as *to that*, but by way of compensation the Government says to him—"you can sell as many *more* gallons as you can manage to dispose of;" but the minimum number of gallons is a limit fixed by Government for commercial purposes, *beneath which* if the consumption falls, the contractor is the individual at whose expense the Government derives that revenue.

The Government nevertheless has an eye to business in not allowing any liquor to be manufactured by the contractor at the Government stills without a *quid pro quo* independent of the privilege of monopoly of production given to the contractor or by his contract generally, for which, as I have observed, a rigid minimum is fixed, irrespective of the natural play of demand and supply.

That *quid pro quo* consists of—

(*a*) Still-head duty on *each gallon of liquor manufactured*;

(*b*) distillery fee for each distillery;

(*c*) vending license, when the liquor leaves the distillery for sale.

These three items in the North-West Provinces of India come to nearly ₹2 a gallon on the liquor, and in Bengal generally it is over that sum. Besides the above taxes, the distiller has to pay for material and labour of manufacture, which, taken together, come to nearly another rupee per gallon.

These taxes are kept *uniform* as a rule for a series of years, no advantage being taken of increased consumption to enhance the rate of tax per gallon, and the selling price to the customer being about ₹4 or more per gallon, the contractor makes a very good profit, *viz.*, about 33⅓ per cent., and has every incentive to exert himself to the utmost to extend his operations and widen the area of consumption as much as possible without any extra cost to himself or any enhancement in the price of the article as sold to the general public.

The profit of promoting this drink trade is so handsome in India that when the contracts are about to be let by Government, there is naturally brisk competition—*not*, Your Lordship will observe, with respect to the *enhanced rate the Government are to receive* for the above duties *per gallon*—but with reference *to the minimum number of gallons*, the enterprising contractor, stimulated by his own hope of gain, can give the Government a guarantee he can sell.

It follows, therefore, as naturally that when a contract is about to be let, if the old contractor has taken a contract to produce and sell a hundred thousand gallons *as a minimum*, and his rival says, "I am willing to guarantee the sale of a hundred and fifty thousand gallons," he will stand the best chance of getting the contract. In other words, there is direct competition to produce the *largest number of gallons* of liquor to be sold, and not with reference to the *minimum of profit to the contractor* at which he will maintain his trade in competition with other industries.

Government and the contractor are *both interested equally* in the *quantity* to be produced and sold, not as might be the case if the Government, finding the trade a very profitable one to the contractor, said to him, "Now you can afford to pay a higher *fee* for the privilege of distilling, because there are other persons willing to pay so much more for the *production per gallon*." In other words, the Government does not put up the margin of profit to competition, but the aggregate *consumption* in the *gallons to be sold* and absorbed by the population.

5. I need hardly apply the logic of the above facts for Your Lordship's assistance. If there were any element existing in the present system by which the natural laws of demand and supply could be relied upon to restrict in process of time the widespread and ever-increasing demoralization of the people, as the result of the operation of these elements, the Government of India would not be troubled by excise reformers to alter the existing system.

It is because no such safeguard exists that those interested in the future welfare of the Indian people have to seem so importunate in their reiterated demands upon the Government not to ally itself by pecuniary interest in the *direct promotion* of the *increased consumption* of *liquor*. No clearer demonstration could be needed of the self-evident fact that the increased revenue is derived from *increased consumption*, and whilst things continue as they are *can be derived in no other way*.

The figures show an increased consumption of gallonage, wherever such gallonage is ascertainable. The system shows that the Government charge no increased *rate* for the privilege of producing the liquor; how, then, can any other result follow than that profit *shall be in direct ratio to increase of consumption* both for Government, the licensor, and the contractor, the licensee, and the *increase of consumption* must proceed, *pari passu*, with the stimulus thus given at once and equally to the public revenue and the private speculator.

So much as to the sudder distillery system.

6. As to the other, *viz.*, the *outstill* system, it somewhat differs in details, but is an aggravation of the evil, for here we find in full play an open competition undisguised and boldly proclaimed, in which the highest bidder gets the license to produce and sell as far and wide as the higher price he is compelled to give annually for his license compels him to do.

I believe this out-still system has been condemned even by the Government authorities in India, especially in Bengal, so that I need not trouble Your Lordship with the particulars of the system. As a missionary who has made this subject the patient study of a lifetime, I cannot presume to suggest to Your Lordship what measures Government ought to adopt to make their practice conformable to their precepts and professed principles, but I may be pardoned by Your Lordship for the observation that it is not so much to the laying down of the wise, enlightened, and most benevolent principles of Your Lordship's despatches that the remedies of existing evils in the *Abkari* system of India may be looked for, but to the careful, persistent, and closely watched *application* of these principles from the stand point of true sanitary, social economy.

At present Your Lordship's Despatch is as wide of the real state of affairs as the wisest legislation may be from the most vicious administration of law, if the source of justice is defiled by an abuse in practice of the best laws conceived in the abstract.

I trust Your Lordship will pardon the plainness of language in which I have endeavoured to set before Your Lordship the true issues of this controversy; but I have done so in the firm belief that no one is more deeply interested than Your Lordship in knowing the plain, unvarnished truth, and in doing to India that duty for which Your Lordship is honourably distinguished.

No. 1333 R., S. & C., dated 26th September, 1889.

From—H. WALPOLE, Esq., Under-Secretary of State for India,

To—REVD. T. EVANS, Baptist Missionary, Mussoorie.

I am directed by the Secretary of State for India to acknowledge the receipt of your letter, dated the 1st August, concerning the excise administration of Bengal and the North-West Provinces. A copy of your letter will be forwarded to the Government of India for their consideration, and Viscount Cross directs me to add an expression of his confidence that the Supreme and the Local Governments of India will always give due consideration to any representations on this matter which may be made to them by yourself or by other missionaries who have given attention to the practical working of the Excise Department in the interior of an Indian province.

No. 5795, dated 22nd November, 1889.

From—J. F. FINLAY, Esq., Deputy Secretary to the Government of India, Finance and Commerce Department,

To—The Secretary to the Government of Bengal / the North-Western Provinces and Oudh.

I AM directed to forward copy of a letter, dated the 1st August 1889, addressed by the Revd. Thomas Evans to Her Majesty's Secretery of State containing certain statements by that gentleman regarding the excise administration of Bengal and the North-Western Provinces and Oudh.

2. I am to enquire whether there is, or ever has been, in force in Bengal / the North-Western Provinces and Oudh an excise system under which contracts were given in connection with central distilleries or otherwise to the person who undertook to sell the maximum quantity of liquor, or to pay duty on a certain minimum quantity.

3. If so, I am to request that you will state to what extent the system prevails or has prevailed.

No. 27 XIII—179A.' dated 23rd January 1890.

From—R. SMEATON, Esq., C.S., Secretary to the Government of the North-Western Provinces and Oudh,

To—The Secretary to the Government of India, Finance and Commerce Department.

I AM directed to acknowledge the receipt of your letter No. 5795, dated the 22nd November 1889, forwarding copy of a letter addressed by the Revd. Mr. Evans to Her Majesty's Secretary of State containing certain statements regarding the excise administration of the North-Western Provinces and Oudh.

2. In reply, I am to say, with reference to paragraph 2 of your letter, that no system prevails in these provinces under which contracts are given in connection with central distilleries or otherwise to persons who undertake to sell the maximum quantity of liquor.

3. As regards the requisition for payment by the lessee of duty on a certain minimum quantity of liquor, I am to say that as far back as 1878 a trial of this experiment was sanctioned tentatively in the Meerut District in the case of such shops only as were suspected of illicit trade. Later on, in the year 1880, the field of the experiment was extended by the Government to such tracts as were administered under the modified distillery system; but the sanction thus accorded was not very discreetly exercised, and recently the matter formed the subject of special enquiry. Such payments are now in force only in the few portions of these provinces which remain under the modified distillery system, *viz.*, Bulandshahr, Etah, and a part of the Agra District. The object of this precautionary measure, I am to explain, is to ensure that licenses are not taken out as cloaks for the sale of illicit liquor. In these cases no attempt is made unduly to raise the minimum, which is entered simply as a safeguard, and is believed to represent average consumption.

No. E.-$\frac{I\text{-}C.}{4}$-4, dated 10th February 1890.

From—H. J. S. COTTON, Esq., Officiating Secretary to the Government of Bengal, Financial Department,

To—The Secretary to the Government of India, Finance and Commerce Department.

I AM directed to acknowledge the receipt of your letter No. 5795, dated the 22nd November 1889, forwarding a letter from the Revd. Thomas Evans to the address of the Secretary of State, and enquiring whether there is, or ever has been, in force in Bengal an excise system under which contracts are given in connection with central distilleries or otherwise to the person who undertakes to sell the maximum quantity of liquor or to pay duty on a certain minimum quantity.

2. In reply, I am directed to forward a copy of a report* from the Board of Revenue on the subject, and to say that it correctly describes the facts.

* No. 66-B., dated 28th January 1890.

No. 66-B., dated 28th January, 1890.

From—K. C. GUPTA, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces,

To—The Secretary to the Government of Bengal, Financial Department.

I AM directed to acknowledge the receipt of Mr. Cuthbertson's endorsement No. E.-$\frac{I\text{-}C.}{4}$-2, dated 5th December 1889, forwarding for report a letter from the Government of India, Department of Finance and Commerce, giving cover to a memorial from the Revd. Mr. Evans to the address of the Secretary of State, in which certain statements are made regarding the excise administration of Bengal and the North-Western Provinces and Oudh.

2. In reply, I am to say that there is not, and never has been, in force in Bengal an excise system under which contracts were given in connection with central distilleries or otherwise to the person who undertook to sell the maximum quantity of liquor or to pay duty on a certain minimum quantity.

3. In Bengal a kind of farming system was introduced in the year 1813 by section 19, Regulation X of that year, though it appears that even before then a similar system had been experimentally tried. The system was greatly extended after the passing of Regulation VII of 1824. Under it the excise revenue, either by entire districts or by known divisions or pergunnahs of districts, or for separate articles of excise, such as ganja and opium, generally throughout the Bengal Presidency, was farmed out on tenders duly invited and selected for approval. But the anticipations of an increase of revenue which the system was to secure not having been realised, it was gradually replaced by the direct system of management; nevertheless it lingered on in Behar and Chota Nagpur for many years, and did not entirely disappear till 1864. The experience of over 40 years during which it was in existence resulted in its absolute condemnation, and no attempt has since been made to revive it in Bengal.

4. The farming system described in the preceding paragraph is, however, very different from the contract system which the Revd. Mr. Evans so graphically describes, and to which the Government of India refers. Under the former there was no question of the farmer's guaranteeing the payment of duty on a certain minimum number of gallons of spirit: all that was done was to accept the highest offer of fees for the right to make and sell liquor in certain defined tracts. In effect it was the leasing of all the out-stills (the number and sites of which were previously fixed) in a specified area to an individual, instead of settling the shops separately. The statements made in Mr. Evans' memorial on this subject are absolutely and grossly incorrect, and their inaccuracy is all the more astounding, because from figures he quotes it is clear that he must have had before him the Board's Administration Report for the year 1887-88, which explains the system in existence in Bengal under each item of excise revenue. In describing, therefore, what he calls the system of licensing in force in Bengal, he must have drawn on his imagination, assisted possibly by some vague notion that some such system as he described was in operation somewhere. It is hard to conceive ignorance so complete of a subject which Mr. Evans says has been the patient study of a life-time.

5. The enclosures of Mr. Cuthbertson's endorsement are herewith returned.

No. 311, dated 1st October, 1890.

From—The Government of India,

To—The Secretary of State for India.

We have the honour to acknowledge receipt of Your Lordship's Despatch No. 93 (Revenue), dated the 3rd October 1889, forwarding copy of a letter from the Revd. T. Evans, Baptist Missionary, Mussoorie, dated the 1st August 1889, on the subject of the excise systems of Bengal and the North-Western Provinces. We think it necessary to call Your Lordship's attention to the remarks made in this letter regarding the sudder or central distillery system.

2. Mr. Evans states that he has had long experience of the excise system in India, and that he has been familiar with Bengal and the North-Western Provinces for over thirty years, and it must, therefore, be assumed that his remarks are made with deliberation, and that he wishes them to be considered as strictly accurate in all respects and based on his personal experience. His remarks are to the following effect:—

Before I comment on the effect of the above figures, I would desire Your Lordship's indulgence for a few moments while I describe, or endeavour to give Your Lordship some idea of, the *modus operandi* of the system practised at the Government sudder distilleries.

First and foremost, there is an existing contract, say for 1886-87. One remarkable feature of that contract is that it provides for a minimum number of gallons on which the contractor has to pay the Government duty, whether he sells that number of gallons or not *

* * * The profit of promoting this drink trade is so handsome in India that when the contracts were about to be let by Government there is naturally brisk competition—*not*, Your Lordship will observe, with respect to the *enhanced rate the Government are to receive* for the above duties *per gallon*, but with reference *to the minimum number of*

gallons the enterprising contractor, stimulated by his own hope of gain, can give the Government a guarantee he can sell.

It follows, therefore, as naturally that when a contract is about to be let, if the old contractor has taken a contract to produce and sell a hundred thousand gallons *as a minimum*, and his rival says 'I am willing to guarantee the sale of a hundred and fifty thousand gallons', he will stand the best chance of getting the contract. In other words, there is direct competition to produce *the largest number of gallons* of liquor to be sold, and not with reference to the *minimum of profit to the contractor* at which he will maintain his trade in competition with other industries.

Mr. Evans puts forward these statements without any qualification as a description of the sudder or central distillery system in Bengal and the North-Western Provinces, and dealing with them as such, we regret to have to say that they are incorrect and misleading.

In connection with the sudder or central distilleries of Bengal and the North-Western Provinces, there are, as a general rule, no contracts such as Mr. Evans describes, no contractors and no guarantee of minimum quantity of liquor to be produced, and sold, or on which duty must be paid.

3. In order to ascertain whether there was any foundation, however slight, for the Revd. Mr. Evans' remarks, we enquired from the Local Governments concerned whether there is, or ever has been, in force in Bengal or the North-Western Provinces an excise system under which contracts are given, in connection with central distilleries or otherwise, to the persons who undertake to sell the maximum quantity of liquor, or to pay duty on a certain minimum quantity.

4. It will be observed from the letter from the Board of Revenue to the Government of Bengal, No. 66-B., dated the 28th January 1890, which forms an enclosure of this Despatch, that in those districts and towns in Bengal in which the central distillery system is in force, not only is there no condition imposed on the distillers requiring them to pay duty on a minimum, or any, number of gallons, but that the privilege of monopoly of manufacture is never given to any contractor.

5. As regards the North-Western Provinces, we enclose copy of a letter from the Government of those Provinces, No. $\frac{27}{\text{XIII}-170\text{-A.}}$, dated the 23rd January 1890, from which it will be seen that Mr. Evans' criticisms of the central distillery system are, with a small and partial exception, as inapplicable to the North-Western Provinces and Oudh as to Bengal. The exception occurs in some of the districts in which what is known as the "modified distillery system" is in force, and extends to two districts and part of a third. There are 49 districts in the North-Western Provinces and Oudh. From the letter referred to, Your Lordship will observe that the minimum quantity of liquor on which duty must be paid was fixed at an amount which was not designed to stimulate consumption, and that the object of the system was, as in the case of the corresponding system in Bombay, to prevent illicit transactions and ensure the sale of taxed liquor by the licensee. Moreover, it is totally incorrect to assert that the minimum figure is, or was, liable to be raised by the competing parties at the auction, or that there was any possibility of success in the competition being attained by offering to guarantee a larger minimum sale. The minimum figure is fixed by the Collector before auction.

6. It will be seen that the system described by the Revd. Mr. Evans from his own personal knowledge as being in force in Bengal and the North-Western Provinces is not, and never has been, in force in Bengal, and has been in force only in a very small area of the North-Western Provinces, and in that area not in the form represented by the Revd. Mr. Evans. We have no reason for supposing that the Revd. Mr. Evans made the statements to which we have referred otherwise than in good faith, but it appears to us that such recklessness in assertion as we have shown to exist in this case, coupled with a claim to special knowledge of the subject on the ground of long experience and patient study of the question, is hardly less culpable than intentional misstatement of facts.

II.

Correspondence regarding an enquiry into the Excise Administration of the tea districts of Bengal and Assam.

No. 13 (Revenue), dated 31st January, 1889.

From—The Secretary of State for India,

To—The Government of India.

I forward, for the consideration of Your Excellency's Government, five letters which have been laid before me by a Member of Parliament who takes much interests in Indian questions. These letters are apparently from tea planters in the province of Assam, and they are written in reply to a circular from Messrs. Finlay, Muir & Co., who are merchants in Calcutta and agents for tea gardens. The writers complain of the way in which outstills and liquor shops have been opened, sometimes in spite of the planters' protests, close to or upon tea gardens; and they state that the facilities for drinking, the evil of drunkenness among tea garden labourers, and the drink revenue have all increased greatly during the last few years.

2. I have recently had under my consideration an interesting report by Mr. H. C. Williams on the administration of the Assam Excise Department during the year 1887-88. I observe that for the province of Assam the total receipts, including local duty and license fees, on account of "country spirits," rum, imported liquors, tari and rice beer, during the last four years, have been—

	₹
1884-85	2,61,661
1885-86	2,74,683
1886-87	2,81,398
1887-88	2,40,300

During these years, therefore, no great increase has accrued on the Assam drink revenues. The revenue is raised on the outstill system; but no limit is placed on the capacity of a still nor has any check been imposed on the quantity of liquor made. The estimates of liquor sold or consumed are said to be untrustworthy. The decrease of revenue in 1887-88 is due to the fact that the Commissioner refused to license the usual number of country spirit shops in one of the tea districts; but the Chief Commissioner says of Sylhet that, so far as the statistics go, they "show that the decrease in revenue was accompanied by an increase in consumption, which would be extremely unsatisfactory."

3. It is clear, however, that the revenue officers of Assam are mindful of the views of the tea planters on the drink question. One district officer writes (concerning Sibsagar), "it was of course out of the question to flood the district with its large tea garden population with spirits at two annas a bottle." The Commissioner of the Assam Valley Districts writes, that he and the officers under him defeated a combination that "would have flooded the country with cheap liquor. . . . . When it is remembered that the comsumers are tea garden coolies, and that their masters have always protested against the supply of cheap liquor and the consequent drunkenness, it is, I think, clear that we are bound to do what we can to maintain the price." Another district officer writes (concerning Lakhimpur), "the increase of the still-head duty has driven us back upon the outstill system. But the natural consequence, increased consumption and increased drunkenness has not, perhaps, ensued, because I have largely reduced the number of shops." The Commissioner of Excise, Mr. Williams, says: "The only complaints from garden managers of drunkenness among tea garden coolies or against country spirit shops came from Cachar, where the manager of Subang garden applied for a license to sell rum, on the ground that the country spirits sold by the neighbouring shops contained poison. Two bottles, however, were analysed by the Chemical Examiner, who failed to detect any poisonous substance in them."

4. Paragraph 23 of the report shows that there had been "a very marked decrease in the price" of country spirits in the Surma Valley, especially in the Sylhet district; but the authorities were considering measures to check this undue cheapness of liquor. In the Assam Valley country spirits seem to be dear. Paragraph 18 shows that in that valley 95 samples of liquor were tested, and it was found that their average alcoholic strength was 48° under-proof, and their average price was from 12 to 13 annas a bottle. Relatively to the rate of

Bengal —*contd.* wages, which may be quoted at 24 annas a week in Assam against 20 shillings in London, drink is far dearer for the Assam labourer than for the labourer in London, where a bottle of gin about 30° under-proof can be bought for two shillings. For a bottle of weaker liquor costs the Assam tea coolie half his week's wage, while a bottle of stronger liquor costs the London labourer one-tenth of his week's wage.

5. In connection with these letters from Assam tea gardens, I have considered again the papers received with the Marquis of Dufferin's letter, No. 250, dated 16th October, concerning the excise system and liquor-shops in the Darjeeling district. There also the tea planters had protested against the increase of drunkenness and the increase of liquor-shops; and a public meeting had been held at Darjeeling on the subject. The papers forwarded to the Government of India letter quoted show that in the Darjeeling district the outstill system prevails; that there are now 38 licensed outstills in the district as compared with 45 outstills eight years ago; that the population has increased, and that the yearly liquor revenue of the district has increased from ₹37,000 to ₹85,000 during the same period. No limitation in the size or capacity of outstills has been enforced. The people of the district are said to be much addicted to drinking; and the local officers believe that, if liquor shops were closed, much illicit liquor would be consumed. Lord Dufferin's Government considered that the local authorities had been for years dealing with the matter in a judicious way and upon sound principles.

6. It is worthy of note that some tea planters do not object to their coolies having moderate quantities of wholesome spirits. One of the five planters, whose letters are now forwarded, writes that in former years, when liquor licenses went cheap, "planters occasionally bought them up; now the price is very different." And a table at paragraph 28 of the Assam report shows that tea planters imported 10,230 gallons of rum during the year 1887-88, while licensed vendors imported 3,615 gallons.

7. There has been much said about the liquor traffic in the tea districts, and there is some apparent discrepancy between the account of matters, as given by the planters and the account gathered from official reports. I therefore commend the matter to the consideration of Your Excellency's Government, with the suggestion that further and very careful enquiry into the facts, and into the need for change in the excise administration of the tea district, may be advisable. The paper published at pages 2096—2100 of the *Calcutta Gazette* of the 17th October last shows that an independent enquiry into allegations made regarding excise affairs in the Hooghly district brought to light valuable information, and formed the basis for important changes in the local excise arrangements. I should be glad to receive at any early date a copy of any instructions you may issue upon this matter.

Dated 21st September, 1888.

From—H. BALD, Esq., Manager,

To—MESSRS. FINLAY, MUIR & Co.

With reference to your Circular No. 125, and dated the 17th instant, I beg to draw your attention to the accompanying report of a public meeting of the Darjeeling Temperance Society, held on the 7th June last. I had the honour, as you will see, to second the first resolution which was passed at that meeting. My speech on that occasion is reported at pages 25—28. As regards facts stated by me, I might refer to the part marked at page 26 of the report. In addition thereto I may mention what I forgot to do at the time, that another consequence of the evil of drink among the coolies is the fearful extent of gambling that prevails among them. They carry on this vice very frequently all night long, and incapacitate themselves from doing their work in the daytime.

Then, again, it should be remembered that Sunday is the market day in Darjeeling, and therefore the only day in the week on which the coolies can go up to Darjeeling to procure their supplies of food for the week. I have already mentioned in my speech how the poor men return drunk to the garden after having wasted the bulk of their pay, or advances of pay, in drink. But that is not all the effect of their Sunday's drinking, as Monday morning's muster always shows a large number of absentees.

As regards any suggestions I have to make for the repression of this terrible evil, I do not see that I could do better than refer to the proposals made by Mr. D. Sutherland at the meeting in question, as reported at pages 43—46 of the report, *viz.*:—

1st.—The appointment of an independent Commission to enquire into the whole matter.

2nd.—The abolition of the drink traffic; in other words, the closing of every outstill and every liquor shop.

3rd.—Legislation in respect of alcohol as a poison; in other words, restricting and regulating its use and sale as any other poisonous drug.

4th.—Adoption of the principle of local option.

Dated 3rd October, 1888.

Bengal—*contd.*

From—G. FITZGERALD, Esq.,

To—MESSRS. FINLAY, MUIR & Co.

I beg herewith to reply to your circular letter regarding the working of the outstill system. I may commence by saying that it is a subject which has been attracting a good deal of my attention lately, and I have even been planning over in my mind the best means of bringing such a crying evil before the notice of the public. I am therefore sincerely glad to learn that the Calcutta Missionary Conference has taken the matter up.

There is not the slightest doubt that the "Government grog-shops," as they are commonly termed, are doing a vast amount of harm among the Native population, and especially to garden coolies. It is quite beyond the planter's power to prevent his people from obtaining the liquor (the shop here is open from 6 A.M. to 9 P.M.). Wherever there is a large-sized garden a grog-shop is sure to be found at the nearest convenient point. Planters have protested over and over again against their erection, but without effect; in fact, I know of a case in which Government tried to force a shop on to land actually belonging to the garden, and it was only after a long fight that the manager won the day.

Sunday is, of course, the great day for drinking, and, driving by, I have come across coolies lying literally dead drunk at intervals on the road, covered with mud from head to foot, and have had to have them rolled on one side to clear the way for my trap. One of my best men got leave one day, bought six bottles of country spirits at a shop about four miles away, and on his way home fell across the railway line, smashing his bottles, and lying insensible until, luckily, picked up by another coolie. It is needless to say that the drinking leads to rioting and wife-beating; cases, however, seldom come before the notice of the Government; were they to do so, coolies would be constantly absent from the gardens, so the planter, as a rule, settles these matters himself.

On Mondays the coolies take longer over their work, and some of them fail to accomplish their very moderate tasks at all, and the unvarying and stereotyped excuse of the Mohuries is this—"They were drunk yesterday; they are feeling it to-day."

Speaking to my Native Doctor the other day as to the harm the grog-shop was doing, he told me it was just the same in Bengal, and that when he returned there on leave after several years' absence in Assam he was astonished to find that the most respectable people had taken to drinking country spirits.

Six bottles per head is the Government allowance for sale daily; this rather puts the old "two bottle" days of our forefathers in the shade. The Chubwa grog-shop license costs ₹2,500; the yearly profit amounts, I understand, to ₹1,200, or 48 per cent. on the capital invested.

In former days, when the license purchase did not amount to any great sum, planters occasionally bought them up; now the price is very different.

It is easy enough to give you statements of facts (although Chubwa *is* really a very quiet garden), but it would be impossible for me to suggest any remedy that would wipe out the evil and still suit the Government Exchequer. It is a terrible evil and a growing one, and for "poor humanity's" sake, I can only hope this well directed agitation may lead to the discovery of some practical scheme to effect its cure.

Dated 8th October, 1888.

From—P. WHITTON, Esq., Superintendent,

To—MESSRS. FINLAY, MUIR & Co.

In reply to your Circular No. 125, *re* the working of the outstill system, I have the following remarks to make.

Annual licenses are freely granted all over this district, the only restriction being that no liquor shop be within five miles of another. The licenses are sold by auction, and are generally, I believe, handed over to the highest bidder.

From the number of shops scattered all over this district, and especially in the vicinity of the tea gardens, the natural result is a cheap and plentiful supply of liquor, which cannot be otherwise than hurtful to the health and general well-being of the coolies. Unless the system was entirely abolished, I fail to see what remedial measure, short of that, would prove to be of any good or lasting effect. Beyond affording a fruitful source of revenue to the Government, I think no other argument can be put forth in its favour, for, though it may develop the natural resources of the country to some extent, the evils in connection with it far outweigh any good it may do in that respect.

Dated 8th October, 1888.

From—W. HENDERSON, Esq.,

To—MESSRS. FINLAY, MUIR & Co.

I am in receipt of your letter, dated the 17th of September, soliciting information regarding the outstill system.

I regret to state the sad fact that drunkenness among garden coolies has spread to an alarming degree, since its promotion and encouragement by this outstill system. Any attempt to abolish or even lessen this growing evil will be hailed with pleasure.

Since the introduction of this odious system in 1883, the consumption of country spirits has, I am certain, increased sevenfold (possibly more), and it is increasing yearly, judging from the new stills that periodically spring up here and there all over the districts.

Bengal—*contd.*

The Local Government allow and cherish these stills contiguous to our gardens and bazars. There are cases on record of proprietors and managers having laid the matter before the Local Government, clearly demonstrating the injury the industry and the health of the coolies had and were receiving at their hands from the propagation of such a system, but the said Local Government only lent a deaf ear. There are cases where managers have objected to allowing a still in the grants under their charge, but to no purpose,—they were enforced.

The manufacturing places are chosen and fixed by the Local Government. These outstills are put up to auction yearly, and the right to manufacture and sell country spirits knocked down to the highest bidder. They are readily disposed of at large prices to eager competitors, bent on aggrandizement at the expense of our tea gardens and coolies' health, by making and selling them a venomous compound, at four annas per quart bottle, and termed by the Local Government wholesome country spirits.

Before these outstills were created, shops where spirits could be procured by coolies were few and far between, and the said spirits could not be purchased at less than one rupee per bottle. During these times the coolies had little or no temptation to drink, and were, although earning less money, in a much better pecuniary state than at present. The roadside and bazar outstill absorbs their surplus cash, aye and more, because food and clothing are often curtailed to provide the grim fire-water.

I am not aware of any one exercising the function of an excise officer, by way of testing the quality of the liquor sold to the natives, to see that the spirit so manufactured and sold contains no deleterious ingredient likely to cause hurt to the immediate health to those indulging. So that, as far as I know, there is no check upon the avaricious lessee of the said stills, and the consequence is spirits are made from the cheapest material found to yield the greatest return for the outlay, and is, as a rule, largely adulterated with most obnoxious and injurious stuffs. Just for a moment consider the price, four annas for a quart bottle, and you will readily comprehend the kind of liquor the coolie gets for his money. I may mention they don't only get drunk upon it, but go mad, and become raving bedlamities for some time.

I also note that, since the introduction of this outstill system, the coolies who indulge are much more liable to sink under an attack of sickness, and, if the Sanitary Reports are correct, sickness has increased since the system in question came into force. I don't mean to say that the whole increase is due to the greater facilities the natives now have of obtaining intoxicating liquors, but we can with safety credit it with a very heavy percentage.

On many gardens work is often much impeded by coolies being incapacitated for labour by the over-indulgence in these spurious spirits, thereby rendering an injury not only to the coolies, but to the planter.

I can only add, in conclusion, that the revenue derived from the outstills is directly at the expense of the welfare, health and lives of natives, not to speak of the tea industry.

I have confined my remarks to natives employed on tea work; other than this I am not conversant with, but I have no doubt they suffer in a like ratio.

Dated 14th October, 1888.

From—J. G. FRASER, Esq.,

To—MESSRS. FINLAY, MUIR & Co.

Tafflong is well supplied with grog-shops, and drunkenness is the consequence: six years ago there was only one grog-shop at the north-east corner of the garden, where the bazar is held twice weekly, when the people fully availed themselves of the convenience. Two years later the garden was extended two miles to the west, and the people on the garden increased from 300 to 600, and it must have been thought that another grog-shop at the west end would be a sure source of revenue. There is not a habitation within a mile of it. I was asked if I objected to place a shop there, and protested all I could to prevent it. The shop was placed there, and is there now, and only 200 yards from the cultivation, to induce the coolies working there to part with their money. I have often sent carts and men to carry home the helpless coming from the east and from the west, some more or less injured by falls and fights, and unable to work for days and some for weeks. This is going on every week. But, as yet, only three cases proved fatal on the spot,—one woman was trampled to death; another young man was left drunk in the garden by his brother and crawled home himself, next morning the skeleton of the other was found surrounded by jackals; lastly, another man in a mad fit of drink killed his wife with an axe. I have no doubt half the sickness on the garden is caused by the stuff supplied at these shops, and to which, so far as I know, there is no limit or restraint. If the coolies go beyond these shops a mile or thereabout, to Khassia villages, for grog they consider better, and are caught, they are either imprisoned or fined one or two or three months' pay. These may be coolies of Act I of 1882 for the protection of immigrants. This incapacity for work, chiefly through drink, has been a great source of annoyance to managers, and a great loss to gardens, while it seems impossible to prevent it. For when a site is applied for any grog-shops it is sure to be granted, let the objections be what they may.

No. 1247, dated 9th March, 1889.

From—E. J. SINKINSON, Esq., Officiating Secretary to the Government of India,

FINANCE AND COMMERCE DEPARTMENT,

To—The Secretary to the Government of Bengal.

I am directed to forward copy of a Despatch from Her Majesty's Secretary of State, No. 13 (Revenue), dated the 31st January 1889, dealing with the liquor traffic and alleged prevalence of drunkenness in Assam and the tea districts

of Bengal, and, with reference to paragraph 7, to request that, with the permission of His Honour the Lieutenant-Governor, arrangements may be made at an early date for a careful and exhaustive enquiry into the facts connected with the excise administration in the tea districts of Bengal, which should be of such a character as to place the accuracy of the information obtained beyond question. **Bengal**—*contd.*

2. A report of the results of the enquiry, and of the orders passed by the Government of Bengal on a consideration of it, should be furnished for the information of the Government of India and the Secretary of State.

3. It will be observed that the Secretary of State asks for information at an early date; and this will of course be kept in mind, though completeness of treatment of the important subject referred must be the first consideration.

No. 1248, dated 9th March, 1889.

From—E. J. SINKINSON, Esq., Officiating Secretary to the Government of India,

FINANCE AND COMMERCE DEPARTMENT,

To—The Chief Commissioner of Assam.

I am directed to forward copy of a Despatch from Her Majesty's Secretary of State, No. 13 (Revenue), dated the 31st January 1889, dealing with the liquor traffic and alleged prevalence of drunkenness in Assam and the tea districts of Bengal, and, with reference to paragraph 7, to request that arrangements may be made at an early date for a careful and exhaustive enquiry into the facts connected with the excise administration of Assam, which should be of such a character as to place the accuracy of the information obtained beyond question.

2. It will be observed from the correspondence marginally quoted that further safeguards than those employed in Assam are insisted on in Bengal and Madras with the object of limiting the production and preventing the cheapening of outstill liquor, and with reference to paragraph 10 of the enclosed copy of a Despatch to Her Majesty's Secretary of State, No. 55, dated the 19th February 1889, I am to request that you will consider whether further restrictions of a similar character cannot with advantage be imposed in the case of outstills in Assam.

From the Government of Bombay, No. 7871, dated 26th November 1888.
From the Government of Madras, No. 749, dated the 31st October 1888.

3. A report of the results of the enquiry, and of the orders passed by you on a consideration of it, should be furnished for the information of the Government of India and of the Secretary of State. It will be observed that the Secretary of State asks for information at an early date, and this will of course be kept in mind, though completeness of treatment of the important subject referred must be the first consideration.

No. Ex. 1-n.—42, dated 10th February, 1890.

From—H. J. S. COTTON, Esq., Officiating Secretary to the Govt. of Bengal, Financial Dept.,

To—The Secretary to the Government of India, Finance and Commerce Department.

I am now directed to submit a reply to the letter from the Government of India, No. 1247, dated 9th March 1889, with its enclosed Despatch from the Secretary of State, directing that a careful and exhaustive enquiry should be made into the facts connected with the excise administration in the tea districts in Bengal.

2. These orders were communicated to the local officers with an intimation that, in the Lieutenant-Governor's opinion, it would not be necessary to depute any special officer to make the enquiry, but that it should be undertaken by the district officers concerned. Objections were taken to this proposal on the ground that the Deputy Commissioner of Jalpaiguri was temporarily absent on leave, and that his *locum tenens* had no special experience of the subject; while the Deputy Commissioner of the Darjeeling District was too much occupied in political duties in Sikkim to be able to devote sufficient personal attention to this important subject. For these reasons unavoidable delay occurred in instituting the enquiry. The Lieutenant-Governor was, however, unable to approve the proposal to depute a special officer, and eventually the enquiry has been carried out and completed by the Deputy Commissioners with the aid of their respective staffs.

Bengal—*contd.*

3. Full instructions were issued for the guidance of local officers in this duty. It was pointed out by the Lieutenant-Governor that it would be necessary to examine, by reference to statistics of the number of shops and the revenue for the past ten years, whether, having regard to the characteristics of the population and its growth in numbers, the Government had gone beyond its proper function of meeting without stimulating the natural demand of the drinking population and of taxing the liquor supplied up to the highest point it will bear without risk of encouraging smuggling or illicit distillation. Attention was drawn to the specific charges brought against the administration of the Excise Department, and the effect of the system on the habits of the people and especially on the tea industry. It was directed that the questions of the adulteration of outstill liquor with noxious drugs and of increased drunkenness should receive a thorough examination. It was explained that the co-operation of the tea-planters would be absolutely necessary in order to complete a proper enquiry. Upon this point the Lieutenant-Governor observed :—

> It is not sufficient to say that the planters wish to control the sale of liquor to their coolies for the sake of the power it would give them. This may well be, but the Lieutenant-Governor cannot doubt that they also object on strong material grounds, to their working force being diminished by drunkenness apart from the moral indignation which planters, in common with all right feeling persons, must naturally feel at frequent intemperance, accompanied with disturbances and quarrels among their people, if they believe, rightly or wrongly, that this drunkenness is fostered and increased by the existing administrative arrangements. It is desirable, therefore, to take into consideration the planter's point of view as well as that of the Excise Department, and it is in this connection that the question of the sites of outstills as well as their number will have to be carefully examined.

It was requested that if in any case it were found that shops had been placed in undue proximity to markets, or in unduly conspicuous localities, suggestions for improvement on these as well as on all other points requiring remedy might be freely given.

4. The reports which have been received are all submitted with the Board's letter No. 64 B., dated 28th January 1890, and are now transmitted for the information of the Government of India and the Secretary of State. They are most complete and exhaustive, and show that no pains have been spared in order to make the enquiry as thorough as possible. The investigations were conducted during the most inclement and unhealthy period of the year, and at great personal trouble and inconvenience. The cordial acknowledgments of Government are due to all concerned, and especially to Messrs. Paul, Knyvett, and Earle of the Darjeeling District, and to Major Boileau, the Deputy Commissioner of Jalpaiguri. The willing assistance rendered by the general body of the planters is a marked feature of the enquiry, and the Lieutenant-Governor desires to thank them also for their valuable co-operation.

5. The Board have ably summarised and reviewed the substance of these reports, and it is unnecessary for the Lieutenant-Governor to repeat what is contained in their letter. Although the papers are exceedingly voluminous, they will not be considered tedious by those who have interested themselves in excise matters in India. In the Lieutenant-Governor's opinion they must be held to amply justify the Government officials as to the general excellence of their excise administration. They afford conclusive evidence of conscientious and successful endeavours to organise the Department in accordance with the recognised and established principles on which a proper excise policy must rest. It is shown that Government has not stimulated the natural demand of the drinking population. It is most satisfactory to find that the oldest and best informed planters are forward to deny the charges of encouraging intemperance. The coolie population has enormously increased owing to the establishment of new gardens, and they all belong to tribes who habitually consume spirituous liquor; the increase in drinking is certainly not more than commensurate with the increase in number of the drinking classes. The facilities for drinking have decreased in comparison with the growing demand for liquor. The outstill liquor is paying in license fees a duty of more than R 4 the gallon of London-proof; and, while the retail price is continually increasing, it is very much higher than the price of liquor in the neighbouring Native States. The tea districts are surrounded by foreign territory, and foreign outstills pour their contraband liquor across the British frontier at half, or even a quarter, the price at which it is obtainable from the licensed shops. The question of price receives the most careful attention, and the price is forced as high as possible; but if it be made prohibitive, or the supply of liquor be unduly restricted, the number of Nipalese and Bhutia and Sikkim shops will surely increase, and the Government revenue be reduced without any corresponding diminution of drinking. The reports received from the Chemical Examiner show that the outstill liquor is not subjected to injurious adulteration.

6. The important question of the location of shops is fully discussed in the correspondence. It will be observed that the Deputy Commissioner of Darjeeling considers certain shops superfluous, and the sites of a few others objectionable; and that the Deputy Commissioner of Jalpaiguri takes exception to the present situation of two outstills in his district. This point will receive special attention when the excise settlements for next year are made, and the Board will be desired to submit a special report on the subject for the orders of Government. The Lieutenant-Governor considers that the following remarks of the Excise Commissioner which are quoted by the Board are of some weight as putting in a strong light an aspect of the question which is apt to be lost sight of :—

> I am not in favour of the removal of liquor shops from the neighbourhood of the people who use liquor not only because of the likelihood of smuggling, but also, as I have endeavoured to show, because the more troublesome it is to obtain liquor the more a man will drink on the occasions when he gets it. I do not think a drinking Dhanger coolie will in a month spend more money on drink at a liquor shop within half a mile of his work than at one five miles away, but he will visit it much oftener, and drink a smaller quantity each time,

> than on his less frequent visits to a more distant shop. While thinking it right, however, that there should be a legitimate supply of liquor easily accessible in those localities in which there is a demand, I consider it most objectionable that a liquor shop should be on the roadside, or in such a situation as to place temptation in people's way. If a coolie wants liquor, he must have a licensed shop within reach, or else there will be illicit manufacture and smuggling; but the shop should not be so placed as to suggest drinking to any body.

Bengal—*contd.*

The difficulty of the question is no doubt considerable; it is probably true that from want of licensed facilities for obtaining liquor there has been a great deal of illicit manufacture and smuggling; at the same time it is obvious that no unnecessary shop can be tolerated. It is drunkenness which the Government desires to put down rather than the moderate use of liquor. If shops are too far off from a tea-garden, it is more than probable that the coolies will get drunk on every occasion of a visit. The problem is to place them not too near and not too far off; but, especially as Mr. Westmacott points out, the shop must not be placed so as to suggest drinking to any body. The Lieutenant-Governor has every confidence that the present thorough enquiry will lead to arrangements being made which will remedy any defect in the present location of shops. The action of the Board in directing that no shop should be kept open after sunset meets with the entire approval of Government.

7. Another very important question to which much prominence is properly given by Mr. Paul in his report relates to the conditions under which marua is made and sold in the Darjeeling District. Marua is a fermented, not a distilled, liquor made at home from the seeds of the millet known as marua, but also occasionally from rice, wheat, and other cereals. The process of preparation is described in a note by Raja Tendook Pulger annexed to the Deputy Commissioner's report. It is universally consumed among the Bhutias' and Lepchas. It is said that when freshly fermented the beverage is not only harmless, but wholesome and strengthening; but that in proportion as the process of fermentation is prolonged, the greater is the alcoholic strength and consequent unwholesomeness. The natives of the country are allowed to prepare this liquor for home consumption without a license, and its manufacture for private use was practically unrestricted until 1881, when, notwithstanding the remonstrances of the Commissioner of Rajshahye and the Deputy Commissioner of Darjeeling, it was directed that the rule restricting the possession of home-brewed pachwai should be applied to marua in Darjeeling, the limit of possession being extended to 12 seers. A further restriction was imposed in 1888, when the limit was reduced to 4 seers. Mr. Paul writes :—

> This unfortunately occurred during my absence with the Sikkim expedition, and thus was put into circulation without protest. The evidence of many planters shows that this cruel restriction has driven their coolies to the outstills, and thus conduced to intemperance.

He also points out that the restriction tends to encourage people to keep the marua longer in order to meet by strength the difficulty of manufacturing a small quantity. Believing that the use of marua is supersession of outstill liquor should be encouraged, he strongly recommends the limit of possession to not less than 20 seers.

8. The Lieutenant-Governor observes that the same view is expressed by the Excise Commission of 1884. With reference to the imposition of a 12-seer limit, they wrote that "it seems doubtful whether any material advantage either to morality or to the revenue has been the result of the change;" and on the general policy which ought to be adopted by Government with regard to the excise of fermented liquors, they "are convinced that fermented liquors are on the whole preferable to distilled spirit as being more wholesome, less intoxicating, and not so likely to lead to habits of confirmed drunkenness." Mr. Paul now writes :—

Page 89 (Bengal Excise Commissioner's Report).

> The comparatively free possession of a wholesome stimulant in their own homes will keep the poorer classes generally away from the outstill shops, and thus reduce consumption to the probable increase in the price paid by the more well-to-do who desire a stronger spirit. No doubt such a concession will result in a considerable loss of revenue and the closure of some shops; but this is a matter which Government have ruled should not be taken into consideration.

Having given full regard to the arguments adduced, the Lieutenant-Governor is satisfied that the restriction imposed in 1888 should be withdrawn, and he considers also, with reference to the evidence of Raja Tendook Pulger, that it will be advisable, for the present at least, to accept the limit of 20 seers proposed by the Deputy Commissioner in place of the former limit of 12 seers. Orders will issue accordingly, but with reference to this liberal concession, it will be necessary for the local officers to be very vigilant in repressing illicit sale for the purpose of profit. A special report on the effect of the concession will be submitted after an experience of 12 months.

9. The Lieutenant-Governor entirely agrees with the Board of Revenue and the Excise Commissioner that no other system than the outstill is feasible in these tea districts. The tea districts are, by reason of their physical characteristics, most ill-adapted to the re-introduction of the central distillery system on account of the great facilities for smuggling across the frontier and of illicit distillation: it is to the interest of the licensed outstill holders to protect themselves against contraband liquor, whereas the central distillery licensed shopkeepers will naturally prefer to obtain their supplies of liquor from the cheapest source. It will be seen that the rules for limiting still and vat capacities recommended by the Excise Commission, but which had been put off in Darjeeling in deference to the remonstrances of the local officers, have been enforced in that district from the commencement of the present financial year.

10. The question of imported liquor shops in Darjeeling presents no more than the usual difficulties in all places where cheap imported brandies and other liquor are drunk by the

Bengal —*contd.* comparatively well-to-do classes. It will be considered by the Board when the proposals for next year's settlement come up. The Board's proposals for an increase of excise establishment are awaited by the Lieutenant-Governor, and will be dealt with when received. A very large increase in expenditure has already been sanctioned in other districts, and the Lieutenant-Governor is prepared to consider any proposals favourably as far as funds will permit. But it is only gradually that full effect can be given to all the recommendations of the Department in regard to establishments.

11. It seems unnecessary to add anything to the remarks recorded by the Board regarding the Chittagong and Lohardugga Districts.

12. The Lieutenant-Governor shares the regret of the Board on account of the delay which has taken place in the submission of these papers. It is due to causes already explained, but, in the Lieutenant-Governor's opinion, this unavoidable delay is more than compensated for by the thoroughness of the enquiry and the excellence and value of the reports herewith submitted.

No. 64-B., dated 28th January 1890.

From—K. G. GUPTA, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces,

To—The Secretary to the Government of Bengal, Financial Department.

With reference to the correspondence ending with Mr. Cuthbertson's letter No. 506-T.F., dated 25th June 1889, on the question of excise administration in the tea districts of Bengal, I am directed to say that, in accordance with the instructions of Government, detailed enquiries have been made in the districts concerned, and I am now to submit copies of the reports received from the local officers, together with a copy of a note recorded by the Commissioner of Excise, for the information of Government.

2. As Government is aware tea is grown extensively in two Districts—Darjeeling and Jalpaiguri, and to a smaller extent in two others—Chittagong and Lohardugga. As regards the two last-named districts, it will obviously be unnecessary to treat the subject in detail. In Chittagong the area under tea is 3,600 acres only; the local coolies who supply the bulk of the labour are not given to drink; while the imported labourers, who may be said to be habitual drinkers, form but a small portion of the labouring population of the tea gardens. The total revenue of the district derived from liquor shops is only ₹10,377 for the current year, and of this amount the eight outstills from which garden labourers draw their supplies contribute but ₹3,492 against an average of ₹4,180 for the last ten years. There is no record of the gallonage of these shops, but the figures given in column (*b*) of the statement accompanying the Collector's No. $\frac{249}{1-1}$-E., dated 21st August 1889, show that the revenue has fallen off considerably since 1884-85. The average distance of the gardens from the nearest outstills is more than four miles. No complaint has been received that our excise arrangements in this district are such as to injuriously affect the tea industry, and, in the face of these facts, it is hard to understand how objection could with any reason be taken to them.

3. Similarly, in Lohardugga there are 25 small tea gardens, all of which are situated within a radius of about 20 miles round the head-quarters at Ranchi. The whole of the labour is supplied locally; in fact, Lohardugga is one of those districts which, though sparsely inhabited owing to the unproductive nature of the soil, annually send out large numbers of emigrants to Assam and other places. The classes which supply the labouring population are greatly addicted to drink, which is obtained cheaply and abundantly from the flowers of the mahua tree. The Deputy Commissioner made careful enquiries of the managers of gardens; but, with the exception of three only, none of them have any complaints to make against the excise administration of the district. As regards the apparently cheap price of liquor, it is to be noted that the strength is very weak.

4. The reports received from both the other districts—Jalpaiguri and Darjeeling—are characterised by extreme care and thoroughness, and in point of fulness leave nothing to be desired. For purposes of this investigation, the tea tracts of Jalpaiguri were divided into four portions, the conduct of enquiry in each being entrusted to a responsible officer, who was provided with copies of the correspondence, with ample instructions, and with a set of questions on which to work. Outstills were to be visited and evidence taken on the spot. Major Boileau's report shows how carefully and fully the enquiry was made by himself and his assistants at no small personal inconvenience owing to the time of the year during which the investigation had to be undertaken. Altogether the four officers charged with the enquiry examined 35 managers, 95 coolie sirdars, and over 29 outsiders, making a total of over 159 witnesses. In Darjeeling, too, the enquiry was equally exhaustive, and was conducted by Messrs. Knyvett and Earle under the personal supervision of the Deputy Commissioner. They examined 70 managers, 17 coolie sirdars, and 18 outsiders, or a total of 105 witnesses. Mr. Peacock has no doubt that Government will agree with him in thinking that these officers are entitled to great credit for the ability, fairness, and energy with which their investigations under circumstances of exceptional difficulty have been conducted, and will recognise the cordial and willing assistance rendered by the general body of planters, to which the district reports bear ample testimony.

5. Before proceeding to an examination of the allegations contained in the papers submitted to the Secretary of State, it will, the Board think, be useful to refer briefly to the peculiar physical characteristics of the only two districts in Bengal in which tea is a staple industry. Mr. Paul prefaces his report with a detailed topographical account of his district—

Darjeeling—which consists of two well-defined and distinct tracts of country—the hilly portion situated in the lower Himalayas, and comprising the Sudder and Kurseong sub-divisions, which is made up of a series of spurs and ridges separated from one another by deep ravines, rendering internal communication more or less difficult, especially in the rains; and the *terai* or plains portion, comprising the Siliguri sub-division, which lies at the base of the mountains, and is covered with dense and luxuriant forests, except where clearances have been made for rice or tea. Jalpaiguri is also situated at the foot of the hills, and partakes of the character of the *terai* portion of Darjeeling, which it adjoins. The greater part of this district is intersected by numerous rivers and hill streams which get swollen in the rains, while large tracts of sál forests and heavy grass and reed jungle abound in the Buxa sub-division. Both districts are surrounded by Native States—Darjeeling touching Nipal, Sikkim, and Bhutan, while Julpaiguri is hemmed in between Bhutan and Kuch Behar. **Bengal** —*contd.*

6. It will appear from the enclosures of the Secretary of State's Despatch of 31st January 1889 that the representations against the excise policy of Government, with but one exception, come from Assam. The planters, it is said, complain of the increase of (1) drinking, and (2) of drunkenness among garden coolies, as evidenced by the rise in the drink revenue in recent years; and this increased consumption of liquor is attributed (3) to facilities afforded by the system of excise in force, *viz.*, the outstill system. It is also said (4) that liquor shops are opened near gardens, sometimes in spite of protests; and (5) that the liquor is so adulterated as to be more or less deleterious. The main difficulty in dealing with these allegations lies in the fact that statistics, even approximately correct, are not to be obtained on any of the material points, such as outturn of liquor, drinking population, strengths of liquor sold, retail prices, &c. The only solid facts that can be laid hold of are that the drink revenue has materially increased, and that there has been a large accession to the drinking population. It may also be added that the number of liquor shops from year to year is known.

7. (1) *Increase of drinking.*—On this point no figures are available showing the actual consumption of liquor prior to 1887-88; but the admittedly large growth of the liquor revenue is referred to as proof of increased drinking. Increase in revenue, however, is not, in the case of outstills, necessarily or invariably the result of increased consumption. Other circumstances, such as keener competition, greater care in the calculation of upset prices, &c., may contribute largely to improved receipts. Where, as in the tea districts, the outstill system is in force, the number of shops, the Board submit, is a safer criterion of the extent of drinking than mere increase in the drink revenue. Assuming, however, that consumption has increased, the statement that drinking also has increased is true only in the sense that a larger quantity in the aggregate is now drunk than was the case, say, ten years ago; and this fact can be urged in disparagement of our excise policy if it can be shown that not only has the total consumption risen, but also the consumption per head. On the other hand, if it can be demonstrated that the number of gardens, the acreage under tea, the labour force in the gardens (and with the latter an increased number of the drinking classes) have advanced in a greater ratio than has the number of liquor shops, neither increased revenue nor increased gross consumption can be appealed to as condemnatory of our excise arrangements.

8. In Jalpaiguri in the ten years from 1879-80 to 1888-89, the number of gardens rose from 37 to 159, and the area under tea from 5,168 acres to 26,986 acres, while during the same period the number of outstills advanced from 4 to 14; or, in other words, while the number of gardens has more than quadrupled, and the acreage under tea is five times as large now as it was then, the number of shops is only 3½ times as large (statements A and B of Deputy Commissioner's report). Similarly, in Darjeeling during the same period the number of gardens rose from 152 to 174, and the acreage from 37,327 to 57,181, while the number of outstills actually declined from 41 to 34 (table B of Deputy Commissioner's report). In the face of these facts it is hardly fair to say that drinking has increased in the implied sense that a coolie now drinks more than he used to do in past times. In connection with this subject, it is also as well to bear in mind the fact, generally admitted, that there is practically no non-drinking class among the garden labourers, and the coolie, both imported and local, is as a rule so addicted to the use of liquor that he will obtain it in some way or other, licitly or illicitly.

9. In paragraph 37 of his report, the Deputy Commissioner of Jalpaiguri estimates from the recorded sales of 1888-89 the probable consumption of an adult male labourer to be about two bottles of London-proof liquor per annum—a by no means extravagant allowance for one who is an habitual drinker. He says:—

> The actual outturn of liquor during the past year was 18,560 gallons of all kinds in the tracts per year
> Outturn of liquor. Average alcoholic strength. Enquiries made by myself and Mr. Walsh tended to show that this estimate was approximately correct. Assuming these figures for the present year, and adding 1,200 gallons for the new outstills of Haldibarighar and Lankapara on the basis of the last three months, we have 19,760 gallons representing the outturn of liquor for the tea tracts (*vide* statement D). The number of coolies in the Dooars is about 41,602, taking 1½ coolies per acre of cultivation. This is correct for summer season, but during the winter more coolies are employed. Therefore, reckoning two coolies per acre during that season, the total employed would be 55,470. For the purposes of general calculation, it would, I think, be safe to assume the average to be 48,536 (*vide* statement E).
>
> The 19,760 gallons of all kinds reduced to London-proof are equal to 11,112 gallons per year (*vide* statement E). A large number of the coolies consist of women who, though they drink to some extent, are not confirmed and regular drinkers. Deducting 15,000 for women, we are left with 33,586 adult males, which probably represent the drinking population in the Dooars.
>
> Dividing the number of London-proof gallons reduced to bottles, the result is that each coolie may be said to drink ·33 gallons, or two bottles of London-proof liquor per annum (*vide* statement E), which is equal to four bottles of 8-anna liquor about 50 under-proof per annum. Taking into account the maximum quantity of liquor

Bengal —*contd.* which could be produced with the vat capacity allowed for the tea garden shops, each man would drink about a gallon, or six bottles per annum (statement F).

It will be seen that the coolie sirdars put down the sum of 8 annas as the average sum spent by each coolie per month on liquor, which would give 12 bottles of 8-anna liquor per man per annum. But it must be remembered that every coolie does not drink regularly; some—and these are not few—content themselves with drinking pachwai at festivals and indulge rarely in outstill liquor, whereas there are some who drink far more than the average allowance.

Another factor in the calculation must not be forgotten, and this is the practice on the part of vendors to mix water with the spirit distilled. This practice is a very common one I fear. If we assume—and I think we shall not be far wrong in such assumption—that the vendors add one-fourth water to a bottle of liquor to dilute it, this would raise the number of gallons of liquor (diluted) to 19,760 × 4,940 = 24,700, giving a little less than five bottles per head per annum. It must not, however, be forgotten that the liquor that is smuggled in from Bhutan tends to keep down the rate per head. Were smuggling entirely suppressed, doubtless the figures would be somewhat higher, say, 7 bottles per head per annum.

10. The Deputy Commissioner of Darjeeling does not furnish similar information, but the approximate outturn of the shops was 18,711 gallons London-proof in 1888-89. The acreage under tea during the same year was 57,181, and roughly following the mode of calculation adopted by the Deputy Commissioner of Jalpaiguri, as explained above, the adult male coolie population in Darjeeling would be about 66,000, which gives less than a third of a gallon as the consumption per head per annum, or very nearly two bottles. It is true that in Darjeeling this is supplemented among the Bhutia coolies by home-brewed rice beer, which is also freely taken by their women.

11. (2) *Increase in drunkenness.*—Coming now to the question of increase in drunkenness or excessive drinking, accompanied with more or less physical and mental helplessness, the evidence bearing on the subject may be divided into three classes—

(*a*) Criminal statistics.
(*b*) Impressions of the most experienced planters.
(*c*) Figures furnished by the *haziri* or attendance registers of garden coolies.

On the first point (*a*) no information is furnished from Jalpaiguri. As regards Darjeeling, the convictions for drunkenness are shown in the table B of the Deputy Commissioner's report. It will appear that the number rose from 63 in 1879-80 to 374 in 1883-84, when the maximum was reached, and that since then, with one exception, the decline has been steady, and in 1888-89 the number was 182, or less than half of what it was in 1883-84, and this notwithstanding the great increase in population in recent years.

12. On the second point (*b*) the information is very full. A large body of planters were examined in the two districts. In Jalpaiguri the number was 35, and of these 25, comprising some of the oldest and the most experienced managers in the district, are unanimously of opinion that the drinking and drunkenness have not increased. As regards the remaining ten gentlemen who hold a different opinion, I am to invite reference to paragraphs 14 to 25 of the Deputy Commissioner's report, in which he discusses their views, and shows conclusively in what respects these are erroneous or based on insufficient grounds. As regards Darjeeling, a synopsis of the planters' evidence is given in table K appended to the Deputy Commissioner's report, from which it will appear that of the 70 gentlemen examined 39 thought that drunkenness had not increased against 27 who held an opposite view, besides 4 more who expressed no opinion. It is also to be noted that the majority of the older planters are of opinion that drunkenness has not only not increased, but has in recent years actually decreased, and that among the strongest opponents of the present system are younger managers of a few years' standing. Seven tea planters of from 17 to 26 years' experience come under the former category; on the other hand, Mr.*.....with...years' experience is one of the prominent men of the temperance party. The Board would also quote the evidence of Mr. ....., who is ....., and one of the most respected .....inhabitants of Darjeeling, as giving an impartial account of the existing state of things. He says :—

** For the reason of the omission of names in this and other places, see paragraph 22 of Despatch No. 818, dated 1st October 1890, on page 1941 of this Supplement.*

More drink is consumed now than formerly. Where there were 10 men before there are now 100. This is the reason. Drinking has principally increased amongst the Bhutias and the Nipalese in the town, but not amongst the latter in the rural tracts of the districts. I attribute this not to the country liquor, but to the imported liquor shops. There is certainly more drunkenness, but for the same reasons, *viz.*, increase of population and increased prosperity. I have noticed it amongst Bhutias and the Nipalese servant class. I attribute this to the fact that they are overpaid and underworked. Drunkenness in the town is more apparent now owing to the licensees permitting drinking on the premises. The natives *will* have liquor, and any restriction on the Government supply of liquor will conduce to illicit distillation and smuggling. Every nation has its home liquor. The Nipalese, Lepchas, and Bhutias are hereditary drinkers. They drink at all festivals and domestic events, and have always done so. I have been in the Darjeeling District since.....and have had experience in tea and trade, and mixed freely with the people. I am certain of this, that liquor is not sold at more places now than it was 30 years ago. There were numbers of illicit stills in those days for which Government shops have now been substituted.

13. On the third point (*c*), *viz.*, the question of muster after hât days, the Deputy Commissioner of Jalpaiguri says that absence of coolies after hât days is to a certain extent established, but it is by no means proved that this absence is either owing to drink, or that it is so great as to affect the tea industry or cause loss to employers. In another place he observes :—

On this point opinions are divergent. Out of the 16 planters I have named in paragraph 27 two attribute absence after hât days to drink, six attribute it partly to drink and partly to other causes, whilst seven do not complain of absence at all. I think there is very little doubt that drink has something to say to the absence of coolies from work, but to say that it is entirely attributable to that cause is a mistake. It is surprising how little is really known on the subject by some of the planters. In two cases (two names) told me

that their absentees on days after hât days amounted to 15 or 20 per cent.; but on looking up their *hazirí* books, it was found on calculation that the correct percentage of all absentees was not more than 2 to 3 per cent. I confess I was as surprised as these gentlemen were themselves at the result. This tends to show that statements are often made at haphazard which, had careful enquiries been instituted previous to making them, would not have been made. It was found in many cases, as pointed out by Mr. Walsh in his report, that it was difficult, if not impossible, to obtain accurate statistics from those gardens which had Sunday fixed as their hât days. Extra work done on Sunday by coolies being entered on the books on Monday, the percentage of absence was often less than on ordinary days. Bengal —*contd.*

The subject was also very carefully investigated in Darjeeling, and this is what the Deputy Commissioner says as the result of his enquiries :—

Mr. Earle and Mr. Knyvett have carefully gone into the question of *haziri* books, the alleged increasing proportion of labourers unfit to work after the hât day. The *haziri* books certainly do not prove an increasing proportion, while the evidence of most planters show that any decrease in muster is not due to drink alone.

None of the planters that I have examined allege that drink is the sole or even the principal cause, while, further, the anomalies disclosed in the *haziri* books preclude any certain deduction. Thus at Peshok, out of 52 weeks, the day before the hât showed a greater muster than the day after the hât in 30 cases as against 22, when the muster was less. At Teesta Valley, on the three Saturdays in a month on which an advance is made, the muster was usually greater than on the following Monday, while the remaining Saturday's was often less than Monday's muster. I have already noted what Mr. ..... says at ....., where, I believe, it was once alleged that the drinking on hât days seriously affected Monday's muster. Mr. ..... has gone over the muster for five years, and finds that in 265 weeks, the Monday's muster of men, who, he states, alone drink to any extent, was less than Tuesday's on 161 occasions, equal on 8, and more on 96. He adds that the decrease was not remarkable. At ....., some two miles from ....., the muster in 1888 was greater on 22 Mondays, equal on 9, and less in 18 as compared with previous Saturdays; while at ....., some three miles further off, the Monday muster was less on 28 occasions, equal in 7, and greater on 17 than the Saturday's muster. Again, ... (in whose bustee the grog shop actually stands) books show that the muster of 16 Mondays was greater than, that of 5 equal to, and that of 26 less than that of the Saturdays. They also prove that in no case was there any serious decrease. Mr. ....., Manager of ....., states in answer to question 34:—"My *haziri* book cannot be regarded as a test of attendance or absence. They appertain to virtually two separate gardens, *viz.*, ... and ..... The coolies in the former resort, as a rule, to the ..... bazar on Sunday, and the latter to the ..... bazar on Friday. Some of the coolies in both gardens go to both bazars; consequently the absence and attendance in the *haziri* books petty nearly equalise themselves and prove nothing. What I complained of most irrespective of the *haziri* book is the unfitness for work after market-days of those men who go to market, especially after receiving their pay or advances, and this cannot possibly be shown in the *haziri* books." An analysis of these gentlemen's *haziri* books for these two gardens reveals the following result :—For the years 1884, 1885, and 1886, in the case of 21 Mondays (*i.e.*, days after hât day), where a calculation has been possible, the attendance was in 7 cases greater than, and in 14 cases less than, the average attendance of the week, while in the case of 21 Saturdays (also days after hât day) the attendance was in 12 cases greater than, and in 9 cases less than, the average. Taking the three years 1887, 1888, and 1889, I found that in the case of 79 Mondays, where a calculation was possible, the attendance on Mondays (the days after the ..... bazar days) was in 42 cases greater than, and in 35 cases less than, the attendance on the Saturdays. Totalling, where it was possible, the number of coolies present for the years 1887, 1888, and 1889, I found that they came to 23,536, 24,797, and 23,977 for Fridays, Saturdays, and Mondays, respectively. It will be seen, therefore, that this allegation has in no way been proved.

14. The result of these exhaustive enquiries, though not quite conclusive on the point, is at any rate sufficient to satisfy all unprejudiced minds that no *real* increase in drinking or drunkenness in either of the two districts has been proved, much less that Government has stimulated the natural demand of the drinking population. The oldest and best informed planters themselves deny the charges of encouraging intemperance that are so lightly, but so loudly, made against our excise arrangements; for, though they see a large amount of drinking going on around them, they cannot shut their eyes to the fact that with the opening out of the country by the establishment of new gardens, by the improvement of communications, and above all by the construction of the Darjeeling-Himalayan Railway, the acreage under tea and the labouring population have greatly increased; and as Mr. ..... puts it, owing to these causes, where 10 men used to drink before, 100 men drink now. Add to this the fact that the coolies are either hillmen or low-caste immigrants from Behar and Chota Nagpur, all of whom are noted for their drinking propensities. As for the hillman, his habit of using spirituous and fermented liquor is invariable, and is indulged in all pretexts and occasions; the free use of intoxicants is in fact a necessary accompaniment of every important event in his life. In his own country—either Nepal, Sikkim, or Bhutan, from whose traditions he is not far removed—liquor is brewed in every homestead, and its use is unrestricted and universal. The drinking habits of the other class of coolies are also well known, and need not be dilated on.

15. Nevertheless, there is probably some *visible* increase in drinking and drunkenness. As far as the rural population is concerned, this is principally due to the increase in population and in the earnings of the drinking classes, and, as regards the urban population, to the above causes as well as to the effect of social, moral, and religious changes in relaxing the old restrictions against the use of alcohol. On this subject Mr. Earle observes in his report on the tract of country about Kurseong :—

With regard to drunkenness, it seems to me that an increase of this vice among the mass of coolies is not proved by the evidence. It appears, however, that there has been an increase among the better-paid classes of coolies, such as tea sirdars and chaprassis, as also among highly-paid railway servants. It is probable that the Mother caste, who now obtain considerable wages in the hills, are also inclined to err in this direction. The increased drunkenness among those classes is certainly due to increased prosperity, which enables them to buy more liquor, although it has increased in price. It certainly cannot be ascribed to increased facilities.

Again, in his Terai report, he remarks :—

Even where wages have not increased, people are said to be healthier than they were formerly, and in consequence to earn more. It is also probable that drunkenness has been more observed in that illicit distillation

Bengal—*contd.* has been put down; and that while it formerly took place on the gardens, it is now seen at and near the liquor shops, or on the roads leading to or from them. There has also undoubtedly been a large positive increase of drunkenness due to a large immigration of Dhangers—a class of coolie already described as addicted to drink in their native country. It is this positive increase in drunkenness that the majority of the planters examined have, I think, mistaken for a comparative increase. The most strict enquiries have failed to elicit proofs of the cheapening of liquor.

It is also worthy of note that not a single witness of all those examined dy him in the Terai alleges that any of the non-drinking classes have taken to drinking.

16. (3) *Facilities for drinking.*—For the apparent increase in drunkenness, wherever it exists, our excise policy can be held to blame only if it can be shown that Government has gone beyond its proper function of meeting without stimulating the natural demand of the drinking population, and of taxing the liquor supplied as high as possible without risk of encouraging smuggling or illicit distillation. This brings us to the third complaint of the planters—that our excise arrangements offer facilities for the growth of intemperance. The subject may be considered under the following heads:—

(*a*) Number of shops.
(*b*) Incidence of duty per gallon, and cheapening of liquor by insufficient taxing.
(*c*) Sites of outstills.

17. The first point, *viz.*, the question of the number of shops, has already been discussed in paragraph 8, and it has been shown that though in Jalpaiguri the number of outstills increased from 4 to 14 in the last ten years, there was a much greater relative increase in the number of gardens and the acreage under tea, and (therefore) in the drinking population of the tea tract. As regards Darjeeling, the Deputy Commissioner discusses the point in paragraphs 10 to 27 of his report, and the Board fully endorse his conclusion that except perhaps in 1879-80 and 1880-81, when too many shops were opened, and 1881-82, when too many were closed, the greatest care has been taken by the district officers not to encourage drinking by excess of shops or illicit distillation and smuggling by lack of shops, and to-day the number is actually less than it was in 1867-68, or again in 1879-80 and 1880-81. It may be added that in the latter period the outstills were largely increased in consequence of the representations of the local officers that a demand existed for them, and that they were required to put a stop to smuggling and illicit distillation which it was believed prevailed in parts of the district. In 1881, however, complaints of increased drinking and dunkenness were received, and the Board, with the approval of Government, at once cut down the number of outstills to 24 in 1881-82, observing in one of their letters to Government that they had "desired the Commissioner to take immediate measures to close those shops which are found on enquiry to afford a good cause of complaint, no financial consideration as to the amount of loss of excise revenue being permitted to stand in the way if the increase in drunkenness is shown to be due to the existing arrangements." And this, the Board would ask leave to say, has ever been their guiding principle in dealing with the liquor question, although there have been occasional unintentional departures from it owing to imperfect information.

18. Coming now to point (*b*), *viz.*, the cheapening of liquor by insufficient taxing, it is unfortunate that till lately no record was kept of the produce of outstills, and it cannot, therefore, be ascertained what was the duty per gallon London-proof paid in the form of license fees. Nevertheless, some notion of the increasing cost of liquor can be formed from the rise of the annual license fee of each shop.

In Jalpaiguri in 1879-80 the average annual license fee of a shop in the tea tracts was only ₹360; in 1883-84 it had risen to ₹1,320; and in 1888-89 it was ₹3,480, or it had increased by over 960 per cent. in ten years, and this in spite of the restrictions on the still and vat capacities imposed since 1887-88. The consumption for the whole district in 1888-89 the Deputy Commissioner estimates at 1,120 gallons London-proof per month; and as the monthly license fee was ₹5,224, this gives a duty rate of ₹4-10 per gallon London-proof, which is considerably higher than the rate (₹2-8) fixed for the district. The retail prices, as was to be expected from the high incidence of duty, are comparatively high, ranging from ₹1 to 4 annas a bottle (six bottles going to the gallon). In the tea tracts, however, practically two prices obtain, *viz.*, 1st class (25° to 30° under-proof) ₹1, and the 2nd class (50° to 55° under-proof) 8 annas a bottle. Outstill liquor is thus by no means a cheap commodity in this district.

Turning now to Darjeeling, it will be seen that the drink revenue increased from ₹12,518 in 1867-68 and ₹34,582 in 1879-80 to ₹88,140 in 1888-89, or, in other words, it is nearly eight times as large as it was 22 years ago, and has almost trebled in the last ten years. As this result has been obtained in spite of a reduction in the number of shops, the license fee of each shop has necessarily risen enormously, the figures being ₹250 for 1867-68, ₹785 for 1879-80, and ₹2,446 for 1888-89; and one effect of this increase is to enhance the cost of liquor by raising the incidence of duty. The approximate outturn of spirits during the last two years for which figures are available was 21,126 gallons London-proof in 1887-88 and 18,711 gallons London-proof in 1888-89, giving a duty rate of ₹4-1 and ₹4-11 per gallon respectively, both of which are unquestionably high. The outstill liquor in this district is certainly dearer than it used to be, and is very much dearer than the liquor in the neighbouring Native States. The retail prices and strengths are very much the same as obtained in Julpaiguri. In this connection it should also be remembered that Darjeeling has Nepal, Bhutan, and Sikkim on its frontiers, and that a number of foreign outstills pour liquor into the district at from half to a quarter the rates at which it is obtainable from the Government outstills. The price of our outstill liquor, therefore, has to be very carefully calculated, for if it be made prohibitive, or the supply be unduly restricted, the number of trans-frontier liquor shops will surely increase, with the effect of reducing our revenue without any corresponding diminution of drinking.

Bengal—*contd.*

19. The fact is that in these districts, specially in Darjeeling, the question of cheapening liquor does not rise at all. The greater portion of Darjeeling at one time formed part of Sikkim, where there has always been unrestricted brewing and distillation, and where it is said it is easier to get spirit than water in many hamlets. Here, as there were no fixed duty or license fees, the retail price of liquor was regulated mainly by the prime cost of production. The abolition of unlicensed distillation and the gradual raising of license fees have undoubtedly increased the price of liquor in Darjeeling, and the incidence of duty is now actually higher there than what obtains in the other parts of the province, except the metropolitan districts.

20. Adverting now to the third point, *viz.*, selection of sites, it is only necessary to refer to the very full information on the subject given in the district reports, considerable portions of which are taken up with this matter. The district officers admit that in a few cases the sites are objectionable, and that a few shops have become unnecessary; but as regards the rest, no reasonable objections can be urged against them. On the question of sites, the Board fully endorsed the following remarks of the Excise Commissioner:—

> The reports will show how very carefully each site is being considered by the local officers. As I have indicated, however, I am not in favour of the removal of liquor shops from the neighbourhood of the people who use liquor, not only because of the likelihood of smuggling, but also, as I have endeavoured to show because the more troublesome it is to obtain liquor the more a man will drink on the occasions when he gets it. I do not think a drinking Dhanger coolie will in a month spend more money on drink at a liquor shop within half a mile of his work than at one five miles away, but he will visit it much oftener, and drink a smaller quantity each time than on his less frequent visits to a more distant shop. While thinking it right, however, that there should be a legitimate supply of liquor, easily accessible in those localities in which there is a demand, I consider it most objectionable that a liquor shop should be on the roadside, or in such a situation as to place temptation in people's way. If a coolie wants liquor he must have a licensed shop within reach, or else there will be illicit manufacture and smuggling; but the shop should not be so placed as to suggest drinking to any body.

21. (4) *Objectionable location of shops.*—Proceeding now to the fourth allegation, *viz.*, that liquor shops are opened near gardens, sometimes in spite of protests, I am to say that it is manifestly difficult to meet a charge of this description when no specific instances are cited. In Darjeeling there was a case in 1883, the particulars of which are given in Mr. Risley's No. E—$\frac{0}{1}$—2, dated 3rd October 1888, to the Commissioner of the Rajshahye Division. This outstill (Duteria) was opened to check smuggling and illicit distillation, both of which were suspected to be prevalent in the neighbourhood, and the number of cases of illicit distillation that have been detected (ten between 1882 and 1889) among the coolies of the adjacent gardens seems to justify its establishment in spite of the remonstrances of the manager. It also appears that the Superintendents of the Government Cinchona Plantation have been opposed to an outstill (Mungpu) established on that estate. On the other hand there are instances in which the opening of outstills was applied for by managers themselves. In paragraph 1 of Mr. Earle's Terai report, it is said that the ..... outstill was opened at the request of the planter concerned. Similarly, the manager of another garden asked for the reopening of the ..... outstill (paragraph 50 of Mr. Paul's report). In this connection I am to refer to the extract quoted in paragraph 17 of the Darjeeling report, which undoubtedly gives the impression that in 1878 the Board has issued instructions forbidding attention to the protests of private persons in the matter of opening liquor shops; and that the then Deputy Commissioner took the same view is clear from what he wrote to the Superintendent of the Cinchona Plantation in 1879, as quoted in paragraph 43 of the same report. The Board have again referred to their No. 55-B., dated 30th March 1878, and they find that beyond remarking "that the number of outstills proposed is insufficient and may be increased to 30," there is absolutely nothing said on the subject of ascertaining the views of planters. The whole of the extract beginning with "in future be good enough, &c.," evidently embodied directions issued by the Commissioner on his own authority, and was not based on anything received from the Board.

In Julpaiguri the Deputy Commissioner shows (paragraphs 6 to 10) how from time to time outstills were established with the consent of managers and to meet the growing natural demand for liquor which the extension of the tea industry gave rise to.

22. (5) *Adulteration of liquor.*—Coming now to the fifth point, *viz.*, the question of adulteration, a large number of samples of the liquor sold were obtained from both districts and sent to the Chemical Examiner to Government for analysis. The reports received from Dr. Warden show that no adulteration or admixture of any "noxious" or "poisonous" substances, such as dhatura, opium, Indian hemp, or nux vomica was traceable in the liquors. The same result was obtained by the Excise Commission in 1884. Mr. Walsh of Julpaiguri aptly remarks that it is entirely against the interest of the abkar to sell liquor so adulterated as to cause speedy and violent intoxication, and thereby shorten his sales to the same individual. On the other hand, Mr. Paul points out that whatever adulteration there may be is suspected to take place after distillation, so that neither central distillery liquor nor rum would be safe from similar malpractices. But it appears the liquor is not quite so wholesome as it should be owing to the presence of fusel oil, which is not entirely eliminated by reason of defects inherent in the mode of distillation.

Bengal —*contd.*

23. In judging of the adequacy of the excise arrangements in these two districts, there are three important considerations which should not be overlooked, *viz.*:—

(*a*) Proximity of Native States, such as Nipal, Sikkim, and Bhutan, from which cheap liquor is easily smuggled without much chance of detection;

(*b*) Difficulty of communication, especially during the freshets; and

(*c*) Facilities existing in the gardens themselves for illicit distillation.

24. As regards the first point, there are no excise restrictions in any of the States referred to, and any one is free to make liquor. The Pahari, or native of Nipal, is not only a hard drinker, but is an adept in the art of distillation. The planters themselves do not deny that there is extensive smuggling of the cheap liquor of these border States; and not a few of them recognise that our outstills are not alone, or even principally, responsible for the visible drunkenness that is to be met with in places. Some managers also admit, what is really a fact, that the establishment of an outstill decreases facilities for drinking, as it partially checks the smuggling of Nipal liquor. The evidence of several of these gentlemen is quite decisive, as the following extract from Mr. Knyvett's report (enclosure of the Darjeeling report) will show:—

Mr......—

The facilities (for obtaining liquor) in this neighbourhood are exceptional by reason of proximity of the Nipal frontier. A good deal of liquor is undoubtedly smuggled in especially on market days.

Mr......—

I am told that Nipalese liquor is procurable at two places close to ..... One of these places is ..... hât: the other at.....

If the Government supply was stopped at ....., my men would procure liquor from Nipal.

Mr......—

The fact is the Nipalese and Bhutias smuggle in liquor from Nipal in very large quantities. This liquor sells at 2 annas a bottle, and is what goes to make people drunk. *My coolies get their drink from* .....* *and do not frequent the* ..... *outstill.* If Government shops were closed the people would resort to illicit distillation and smuggling.

The Nipal boundary would be lined with liquor shops.

It is the cheap Nipalese liquor which is at the root of all the drunkenness in the frontier gardens and villages from.....

Mr......—

A considerable amount of Nipalese liquor is smuggled down within reach of the garden coolies in this valley.

If the Government supplies were cut off from the people, there would be increased smuggling owing to the Nipal frontier being so close.

Mr......

My coolies get some liquor at .....* some at ....., and some, I believe, drink smuggled Nipalese liquor, besides bringing what they can get in Nipal.

I have repeatedly written to the Governor of Nipal asking him to stop the sale of liquor at ....

I am positive that a good deal of smuggled liquor is still sold round about the bazars.

The Nipalese boundary is 2½ miles from me, and on the other side of it there is any amount of liquor obtainable at 2 annas a bottle and *on credit.*

The records of our criminal courts also show a large number of prosecutions under section 61A of the Bengal Excise Act for importing foreign liquor. In Darjeeling there were 62 such cases in 1886-87, 65 in 1887-88, and 34 in 1888-89, while the average for the last eight years is 32.

In Jalpaiguri the number of such cases was 2 in 1886-87, 13 in 1887-88, and 11 in 1888-89.

25. On the second point, *viz.*, the difficulty of communication, it is only necessary to refer to the peculiar physical characteristics of the districts which have been described in the early part of the report.

26. Adverting to the third point, *viz.*, the existence of illicit distillation in Darjeeling, 36 cases of illicit manufacture were detected in 1886-87, 43 cases in 1887-88, and 29 in 1888-89, the average for the last eight years being over 33.

The number of *detected cases* only being so large, what the actual state of things is may well be inferred from the facilities afforded by the jungly and mountainous character of the country, the nature and habits of the people, and the inducement to deal in contraband liquor afforded by the marked difference in price between the taxed and untaxed liquor. The prevalence of this offence even in their own gardens is admitted by several planters; and the chances of detection must necessarily be very small without the co-operation of the managers, which is not always readily given.

27. It has already been stated that the outstill system is in force in Darjeeling and Jalpaiguri, and the Board think that the reports submitted by the local officers show that any other system is not feasible in either district. Having regard to the nature of the country, the characteristics of the population, the difficulties of communication, the proximity of Native States from which cheap liquor can be smuggled across the border with ease, the facilities for illicit distillation, and the obstacles to successful supervision, it is almost certain that any attempt to introduce the central distillery system would only be attended with loss of revenue without in any way checking intemperance. That the present system has materially reduced the unchecked importation of cheap foreign liquor is readily admitted by the planters themselves, while the oldest and the most experienced of their number even go to the extent of declaring that if drunkenness has not positively decreased it has certainly not been encouraged by the excise arrangements in force. The fact that after a prolonged trial 49 planters in Darjeeling are in favour of the present system and only 11 against it, while in

* *N.B.*—There is no outstill at this place.

Jalpaiguri 25 consider the system suitable and only 9 are opposed to it, is, the Board think, a strong argument in favour of continuing existing arrangements. Bengal —*contd.*

28. As to Mr. Earle's remark that the present system does not tax liquor sufficiently, I am to invite reference to the figures given in paragraph 18, from which it will be seen that in Darjeeling liquor is neither taxed lightly nor is it too cheap, especially in comparison with the price of spirit in the contiguous States. The majority of the witnesses are agreed on this point, and even Mr. ....., who is generally unfavourable to our excise policy, thinks that the tax on liquor is sufficiently high. Any attempt, therefore, to force up prices still further by raising the minimum price would appear undesirable. At the same time increasing competition and a rigorous enforcement of the restrictions on still and vat capacities may be relied upon to keep up the cost of manufacture and prevent over-production. The introduction of the rules for limiting still and vat capacities, which had been put off in Darjeeling in deference to the urgent remonstrances of the local officers, has been effected from the commencement of the present year.

29. The Deputy Commissioner of Darjeeling considers certain shops superfluous and the sites of a few others objectionable; and the Deputy Commissioner of Jalpaiguri takes exception to the present situation of two outstills in his district. They will be told to submit any suggestions on the subject they may have to make, with their proposals for next year's excise settlements, when they will be fully considered. The Board are entirely in favour of not having a single unnecessary shop. There is, however, a wide difference between affording undue facilities for obtaining liquor and a too great restriction of them. What has to be avoided is a tendency to go too far either in one direction or the other. The matter is one of great importance, and the Government may rely on its receiving the Board's most careful attention at the proper time.

30. There is one point on which the Board may at once say that they entirely agree with the Deputy Commissioner of Darjeeling in thinking that outstills should not keep open after sunset. The hour of closing will accordingly be changed from the commencement of next year.

31. Another point calling for notice is the limit that has recently been fixed by the Board for the possession of marua among the Bhutias and Lepchas. The process of making this beverage is described in a note by Rajah Tendook appended to the Darjeeling report. It is said that when freshly fermented the beverage is not only harmless, but wholesome and strengthening; but that in proportion as the process of fermentation is prolonged, the greater is the alcoholic strength and consequent unwholesomeness. There is no tax in Darjeeling on home-brewed marua for private consumption, but the limit of possession, which was fixed at 12 seers in 1881-82, was reduced to 4 seers in 1888. The local officers seem to think that this restriction has greatly reduced home-brewing and driven the hill people to outstill liquor. The question of the limit of possession is by no means free from difficulty, as a too liberal concession is likely to lead to home-brewing for illicit sale, the detection of which would probably be less easy than the Deputy Commissioner is disposed to think. Nevertheless, in the face of the strong opinions now expressed by the local authorities, the Board would not insist on the present limit being adhered to. This seems, with reference to facts brought out in the reports of the local officers, to be unduly small, and it will accordingly be raised.

32. As regards imported liquor shops, Darjeeling town is no exception to the general experience that imported liquor is largely consumed in urban areas by the comparatively well-to-do classes. The evidence of Mr..... and other residents of Darjeeling also shows that the concession of sale by the glass to be drunk on the premises is probably abused on market days. I am to say that the whole question of imported liquor licenses in Darjeeling will receive the careful consideration of the Board when the proposals for next year's settlement come up.

33. The necessity of further strengthening the excise establishment has been forcibly urged in the district reports. The Board agree with Mr. Paul and Major Boileau that spirit shops should be more frequently and more effectively supervised than at present, and that steps should be taken to check as far as possible drunkenness on market days, and to prevent excessive sales to individuals. For this work the present establishments are quite inadequate, and the question of increasing them is now under the Board's consideration.

34. In conclusion, I am to express the Board's regret at the avoidable delay that has taken place in the submission of this report; but the last of the district reports was received by the Excise Commissioner late in December, and the papers did not finally reach the Board till after Christmas.

35. I am further to ask that the names of those gentlemen who have given evidence before the local authorities may be regarded as confidential.

No. $\frac{150\text{-E.}}{1\text{—}1}$, dated 1st July 1889.

From—F. A. Slack, Esq., Officiating Collector of Chittagong,

To—The Commissioner of the Chittagong Division.

With reference to your letter No. $\frac{110\text{-G.C.}}{IX\text{—}5}$ of the 7th ultimo, forwarding for report a copy of certain correspondence on the subject of the liquor traffic and alleged prevalence of drunken-

Bengal —*contd.*

ness in the tea districts of Bengal, and enquiring whether any change in system is advisable, I have the honour to reply as follows.

In this district there are some 3,600 acres under tea, and after receipt of the letter above referred to, I addressed the manager of each garden or concern, asking him to be good enough to let me know—

(*a*) If his coolies frequent any grog shop, and, if so, which?

(*b*) Do such grog shops act injuriously on the coolies? If so, how and to what extent?

(*c*) In what way is the present outstill system more injurious than the old system in force before 1883—the facts on which such opinion is based to be given as fully as possible?

I have received replies from the managers of 2,858 acres of tea, and I therefore assume, ample time for replies having been given, that the managers of the remaining portion do not find that the present excise system affects their interests injuriously.

3. The present total excise revenue from grog shops in this district is Rs. 10,377 a year, which is per head of population about half a farthing, or per adult male one half-penny per man at the present rate of exchange.

4. The following is a list showing the grog shops in this district situated near tea gardens:—

Name of grog shop.	Yearly revenue paid to Government.	Name of tea garden.	Distance of same from grog shop.
	R		
(1) Kaji's hât	180	Edilpur	6 miles.
		Neptune	8 ,,
(2) Bibi's hât	360	Fenoa	5 ,,
		Baromasia	6 ,,
(3) Nazir's hât	252	Baromasia	7 ,,
		Oodalia	5 ,,
(4) Roazah's hât	264	Kodala	6 ,, a big river between.
(5) Rani's hât	144	Thanda Cheri	Close by.
(6) Sadhanpur	[illegible]	Banigram	2 miles.
		[illegible]	[illegible]
		Belgram	6 ,,
(7) Lamboo's hât	540	Jaitpura	8 ,, a big river between.
(8) Rahamatgunge in the town of Chittagong.	1,200	Pioneer	1 mile.
		Ropley	2 miles.

As regards the last two grog shops, the managers of the tea garden near them have not sent me any reply to my letters, so I presume that the shops do not in any way affect the tea interest, and can therefore be left out of consideration. The total yearly Government revenue from the other six shops comes to R1,680, or £112 per annum at the present exchange value.

5. The following table shows from these shops the incidence in Indian and English money of the yearly grog shop revenue per head of total population and per head of estimated drinking population of the villages supplied by each of these outstills:—

Outstills.	Estimated number of drinking population.	Incidence of Government yearly outstill revenue per head of			
		Total population.		Drinking portion of population.	
		Annas.	Pence.	*R a. p.*	S.
(*a*) Kuji's hât	120	½	½	1 8 0	2
(*b*) Bibi's hât	196	½	½	1 13 4	2-5½
(*c*) Nazir's hât	160	nearly 1	1	1 9 3	2-1½
(*d*) Roazah's hât	160	nearly 1	1	1 10 5	2-2½
(*e*) Rani's hât	80	1·7*p.*	1½	1 12 9	2-4¾
(*f*) Sadhanpur	240	nearly 8*p.*	¾	2 0 0	2-8

The average monthly pay of a tea coolie may be taken as R6 or 8*s.*, *i.e.*, yearly R72, or £4-16.

The retail value of the amount of liquor sold may be taken as three times the Government revenue assessed on the shops. These figures show that spirit drinking is confined to a very small portion of the population, *i.e.*, to men who would, if these grog shops did not exist, (*a*) either make their own liquor, as was the case with the coolies of the Banigram tea garden till the Sadhanpur still was established, or (*b*) get their spirit from the hill people in the Chittagong Hill Tracts, as the coolies in the Agonia and Datmara gardens are believed to do now.

6. I will now proceed to deal with the replies received by me from the various managers of the tea gardens. All of them agree that the outstills do not in any perceptible way affect

Bengal —*contd.*

local coolies who are not at all addicted to spirits (Mr. ..... thinks that about 2 per cent. of the inhabitants take liquor), but they complain of their bad effects on imported coolies. The latter class is composed of men belonging to tribes and castes with whom drunkenness is a delight and drink a necessity, and who will get the required supply of liquor licitly or illicitly.

All the planters believe that the present outstill system enables the coolies to obtain drink much more easily than before, and hence leads them into drunken habits. As an instance of this, Mr. ....., who employs some 600 coolies, says that formerly, thinking he could better control drunkenness amongst his men, he had a grog shop established on his estate. The result was his coolies got utterly demoralised, and the shop was done away with. Now that the men have to go 8 miles for their liquor (..... is 4 miles from the garden), there is very little drunkenness amongst them. Mr. ..... would not have any grog shop established within less than 8 miles from the head-quarters of a tea estate, being of opinion that none but the confirmed drunkards—men who would under any circumstances get their liquor—would travel such a distance. Mr. ..... and Mr. ....., the latter especially, complain of the bad effects on the coolies of the presence of outstills near gardens. The former gentleman merely states that he knows of several cases where coolies have died or suffered from bronchitis or pneumonia brought on from falling asleep in a ditch when drunk.

The latter (whose coolies were found to be making their own liquor before the ..... shop was opened) says that before the..... shop existed, he experienced no trouble from drunkenness amongst his coolies; but since it was established he has had to dismiss his native doctor for drunkenness, many of his coolies having died from pneumonia due to exposure in the open when drunk, and his personal servants have often been drunk.

The question, therefore, would appear to be, what is the distance from a garden to which only inveterate drinkers will go for their liquors? This I think, after looking at the tabular statements given above, will appear to have been satisfactorily answered so far as the district is concerned. Mr. ..... would apparently like to see the whole system of licensing drink done away with, though he admits there would be a loss to the revenue. He complains that under the present system the coolie drinks openly, feeling the vendor is protected by the Government, and that he has nothing to fear; while before the existence of the outstill, when the coolie got his liquor from the hill people, he drank quietly, knowing that he might be interfered with.

7. In conclusion, then, it appears to me that in this district the outstill system has, so far as tea gardens are concerned, no injurious effect on local coolies, and with regard to imported labour, it enables Government to check illicit distillation without (Banigram possibly being an exception) affording too great temptation to the people.

Looking, then, at the ease with which illicit liquor can be procured from the hill people or made by the coolies themselves, the smallness of the number of the drinking population, and the meagre profits which the business affords those who deal in it here, I do not think it would either benefit the coolie or Government to introduce any change in the existing system.

No. 321-G. C. / IX—5., dated 7th July 1889.

Memo. by—D. R. Lyall, Esq., Commissioner of the Chittagong Division.

Copy forwarded to the Secretary to the Board of Revenue, with reference to Board's No. 83-B., dated 25th April 1889.

The question is simply whether the coolie is to drink a spirit which has contributed a fair percentage of its price towards the revenue, or whether he is to be compelled by the absence of any shop within a reasonable distance to make his own arrangements for his supply either by manufacturing himself or by arranging with illicit manufacturers in the neighbourhood.

The tea coolie is a man who will drink, and this fact no planter attempts to deny. In fact many of them import rum for their coolies, and in the old days when Government took a much smaller percentage of the profits as license fees, some of the planters took the license. This is admitted by Mr. Fitzgerald in the enclosure numbered 2 to Lord Cross's Despatch. The profits are now small, so it no longer pays the planter to take a license.

The five first shops enumerated by the Collector are close to the Hill Tracts; and if the shops were closed, the coolies would get their liquor from across the border, where there is no restriction. There would be no decrease in drunkenness, but the revenue would suffer, and none of the gentlemen who are so anxious to have all shops closed and permit free distillation (which is the necessary sequence) suggest what form of taxation they would propose in place of the excise revenue.

The facts brought forward by the Collector show clearly that drunkenness is not encouraged by shops being too near each other or gardens, and that there are no more shops than are necessary in order to prevent illicit distillation.

This district is not adapted to any other systems, and I strongly deprecate any change.

No. 240-E. / 1—1, dated 21st August, 1889.

From—F. A. Slack, Esq., Officiating Collector of Chittagong,

To—The Commissioner of Excise, Bengal.

In continuation of my letter No. 203, dated the 2nd August 1889, and with reference to the Government letter No. 506-T.F. of the month of June last, I have the honour to report as follows.

2. Appended hereto is a statement (No. 1) showing for the grog shops which affect or may affect tea garden labour—

(*a*) the name of each shop;

(*b*) the revenue of each for the present and past ten years;

Bengal —*contd.*

(*c*) the average yearly revenue paid by each shop;
(*d*) the selling price of the liquor supplied by each shop;
(*e*) the alcoholic strength of the liquor supplied;
(*f*) the distance of each shop from the Hill Tract borders;
(*g*) the price of Hill Tract liquor;
(*h*) the number of villages supplied by each shop;
(*i*) the estimated number of the customers of each shop;
(*j*) census figures for 1872 and 1882;
(*k*) the average number of imported coolies supplied by the shop, as per the Magistrate's labour register;
(*l*) the actual outturn of liquor of each shop in 1888-89;
(*m*) the value of the quantity in column (*l*);
(*n*), (*o*) } certain incidences;
(*p*) the tea gardens near each grog shop, and the distance of each garden from the shop in question.

3. One of the oldest and most influential of the tea planters, and one who is very hostile to the present excise system, calculates that not more than 2 per cent. of the population here are persons in the habit of taking spirits. I find that the estimated drinking frequenters of these grog shops is 2·5 per cent. of the population of the villages supplied by the shops. Taking the figures for the past year, the amount of liquor consumed annually is 2·3 gallons per head of the estimated number of drinkers, the cost being Rs. 6-4-4, or 3·3 pies per diem. The average wages of a coolie here is 5 annas a day at the least (at present in Satkanya thana, from whence many coolies go in the cold season to distant places for labour, coolies cannot be got under 8 annas a day), and thus a spirit drinker's liquor bill is between 5 and 6 per cent. of his earnings. If the number of estimated drinkers be objected to as too small, then the incidence per head of the liquor bill will be still less.

4. In my letter No. 150-E. of the 9th of July last, I gave a summary of the replies I had received from the various tea planters who had answered my enquiries concerning the effects grog shops had on their coolies. It does not appear to me necessary to recapitulate here the remarks made in the letter just quoted. The enquiries which have lately been made, with a view to see whether grog shops have been detrimental to the planter's interests by lessening the number of coolies at work in the gardens on the day after hât day, have resulted in proving that the number of absentees on the day after hât is either less than on other days, or a fraction greater, or the same. Where it is greater, no allegation has been made that the increase was due to drink. The *hazíri* books do not contain any entries to the effect that the absentee was drunk, and so could not come. Thus in.....tea garden the per cent. absent throughout the year from all causes for ten years was 14·0, and on the day following hât day 14·2. At.....the per cent. absent the day after hât day was only ·67, and the manager (the gentleman reported in paragraph 3 above) of the....., under whose charge this garden is, considered that drink had no effect on the coolies' attendance.

The manager of the.....tea garden, who is most hostile to the existing excise system, and very denunciatory of the effects on his coolies of the.....grog shop, has now no complaint to make if the shop is not brought back to its old site. His works, however, are unable to show that the shop in any way affects his garden labour-power, but he admits that among his coolies are eight or ten men who will drink. Another gentleman who had charge of more imported coolies than any other tea-planters in this district, and who, I understand, signed a memorial to Government praying that amongst other things selling of liquor by a native to a native might be prohibited, admits that he has suffered no inconvenience from drunkenness; that he happens to have a very sober lot of coolies, though the majority of them are of castes particularly fond of grog; and that if the present grog shops near his garden (distance 2¾ and 4½ miles respectively) were not there, the coolies would by some means obtain a smuggled liquor, and even make it on the quiet; and that, even as it is, persons have been twice prosecuted for selling smuggled liquor to these coolies.

It will be therefore seen that, so far as this district is concerned, the charges laid against grog shops and their effects, especially so far as the tea industry has been concerned, have not been proved, nor can any proof be offered in support of the allegations made.

5. Concerning adulterations, I have had no complaint made, and therefore no analysis of spirits has been necessary.

6. Herewith is a tracing of the district map on the 4 miles to the inch scale showing the site of each outstill affecting tea gardens in this district (for easy reference, the sites are marked with a red cross each, and the gardens in green).

7. Herewith also are given rough sketch maps showing the site of each grog shop referred to in statement No. I with reference to the village bazar and public roads. Looking at the revenue raised here from spirits, and the incidence per head of the value of the liquor sold, I do not think that it can be said that the present system fosters or increases the vice of drunkenness in Chittagong.

No. 242-E., dated 8th July, 1889.

From—Lieutenant-Colonel E. G. Lillingston, Deputy Commissioner of Lohardugga,
To—The Commissioner of the Chota Nagpur Division.

With reference to your memorandum No. 168-E.S., dated the 7th May 1889, forwarding copy of Government order No. E-$\frac{1\text{-D}}{4}$-2, dated the 21st March 1889, concerning liquor traffic and drunkenness in the tea districts of Bengal, I have the honour to report as follow.

2. In order that the statistics collected might be accurate and trustworthy beyond question, I wrote to all the managers of the gardens letters, accompanied with blank forms of statement prescribed by me, condensing all the points referred to in the Government correspondence, requesting them to fill up the forms and return the same to me. The information supplied by them is herewith submitted in a tabular statement (No. I), together with another statement (No. II), showing the licence fees of the outstills close to the gardens, their liquid and working capacities, the capacities of vats allowed for each of the stills, the average quantities of materials and liquors turned out in a month, and the price of liquor per bottle.

Bengal —*contd.*

3. There are 25 small tea gardens in this district, all of which are situated within a radius of about 20 miles all round the head-quarters at Ranchi. The number of coolies daily employed in each garden varies from 15 to 300 according to the demand of labour in each: cultivation of tea is not extensive in this district.

4. From the information furnished by the managers, it will be observed that, with the exception of three only, none have anything to complain against our excise administration in this district; that drunkenness is very rare among the tea garden labourers; and that the prices of country spirits are not too low. The complaints of drunkenness owing to the proximity of a few stills to the gardens and the low price of spirits in those shops now received from the managers of four gardens, *viz.* * * * *, will be duly attended to, and the outstills * * * * which are close to their gardens, will be removed to greater distances, or, if necessary, abolished altogether at the next opportunity. The manager of.....garden thinks the price of liquor too low, but he does not complain of drunkenness among his coolies. The attention of the excise officers will be drawn to these points.

5. No protest against increase of drunkenness or opening of any outstill close to any tea garden seems to have ever been made by the managers, as will appear from column 3 of the statement No. I. Only one manager, Mr. ....., has stated that objections had been made by him as to the site of the outstill at ....., but no such paper is forthcoming in my office. However, as the matter has now come to my notice, I will take steps to remedy the evils complained of. Much greater attention has of late been paid to the proper working of the excise. All possible means have been taken and are being taken to repress the evils of drunkenness altogether.

6. The number of outstills in this district has been reduced from 294 to 260 this year. The capacities of stills and vats have been fixed for each outstill, and enforced all over the district by every possible means. From the statement No. II it will be seen that the total liquid and working capacities of those outstills from which the garden coolies get their supply of spirits are 725 gallons of water and 422½ seers of materials respectively, and the capacity of the vats is for summer 10,115 gallons, for winter 15,176 gallons. The average quantity of materials worked off in a month is 1,902 maunds, and the spirit turned out is 3423·6 gallons London-proof. The total license fees realised from these shops is R3,065—that is, about annas 14-3 for every gallon of London-proof spirit. Under the Excise Commissioner's method of calculation, the license fee for a gallon of London-proof spirit would be 12 annas, or half the amount of the old distillery rate R1-8. This shows that taxation on country spirit is gradually progressing upwards, and under the present circumstances is quite sufficient. No change in the present outstill system is therefore needed.

7. As a further restriction to consumption, the minimum price of a bottle of spirit has this year been fixed for each outstill. Last year the rate was generally ½ anna per bottle. This year different prices for different parts of the district, according to the circumstances and means of the people, have been fixed as minimum prices of liquors, *viz.*, 1 anna, ¾ anna, and ½ anna. In the tract in which one anna has been fixed as the lowest price, 20 of the tea gardens fall, and the remaining 5 gardens fall in the tract in which the price is ¾ anna. The managers have generally pronounced the prices to be fair. From the opinions expressed by the managers of...(four names) tea gardens, it will appear that a further increase in the price would only cause loss of revenue to Government, and the people would largely take to pachwai and get drunk on it.

8. The limitation of the capacities of stills and vats, the sufficient amount of taxation on country spirit, and the raising of the selling prices of spirits have all contributed in checking the immoderate consumption of country spirit and drunkenness resulting from it, and a very satisfactory result has ensued.

9. The home-brewed rice beer called pachwai is much drunk by the aborigines here. The right of brewing pachwai to the extent of 4 seers undiluted and 8 seers diluted for home consumption is assigned to the aborigines. But they generally overstep these limits without being easily detected. They are hard drinkers, and drink they must have anyhow. If, therefore, greater restraint is put in their way of obtaining country spirit, they will resort to pachwai and get drunk on it, and the evil which we try to put down will arise from another source. The concession granted to the aborigines for brewing pachwai for home consumption cannot be altogether withdrawn from them at present, as they are accustomed to its use from time immemorial. A full report on this subject has been submitted to you with my No. 507-E., dated $\frac{21\text{st}}{28\text{th}}$ January 1889. Every endeavour is now made to detect cases of unlawful brewing and keeping of pachwai by non-aboriginal tribes, and also by the aborigines in excess of the quantity they are authorised to use; and several cases have been detected and offenders punished.

10. Tari is not much in demand here, and no drunkenness from tari liquor has ever been found. A map showing the positions of the gardens and the outstills in their neighbourhood is herewith annexed. The enclosures received with your letter are returned as directed.

No. 173-E., dated 27th September 1889.

From—Major H. Boileau, Deputy Commissioner of Jalpaiguri,
To—The Commissioner of Excise, Bengal.

I have the honour to submit the following report on the points referred to in Government Resolution No. 506-T.F., dated 25th June 1889, copy of which was forwarded direct under Government No. 508-T.F. of the same date.

Bengal —*contd.*

2. As the report may be of considerable length, I divide it into the following parts :—

I.—Brief history of the administration of the outstill system in this district for the past ten years, with special reference to the tea tracts.

II.—Steps taken to carry out the orders of Government under the said Resolution.

III.—Results of the enquiries made with extracts from the reports of certain officers and the evidence obtained from planters, coolie sirdars, and others.

IV.—Tabular statements, &c., annexed to the report.

PART I.—BRIEF HISTORY OF EXCISE ADMINISTRATION.

3. Ten years ago, *i.e.*, in 1879-80, there were 25 country liquor shops in the district of Jalpaiguri. Of these, five at the sudder station were supplied from the sudder distillery and 20 were outstill shops. In that year there were only four outstill shops in the tea tracts out of the 20 established in the district. The annexed statements A and B will show how the number of outstill shops in the tea tracts increased from 4 to 14 in 1888-89 and to 16 in the current year 1889-90. Statement A shows the monthly license fees levied, that is to say, the taxation put on the liquor. Statement B shows the area under tea cultivation year by year, and the increase thereof.

4. It will be seen at a glance how there were in 1879-80 only 37 tea gardens with an acreage of 5,168 acres and a coolie population of 10,336, reckoned as 2 coolies per acre; whereas in the year 1889-90 there are no fewer than 164 gardens with an acreage of 27,735 acres, and about 55,470 coolie population. In other words, whereas in 1879-80 there was one outstill to 2,584 coolies, there is now one outstill to 3,467 coolies. This would point to the conclusion that the outstills have not increased in proportion to the number of tea gardens or the population thereof. The conditions of this district are somewhat peculiar and different from those of other and more settled districts. Ten years ago the whole of the northern portion of the Dooars was one mass of jungle, inhabited here and there by a few scattered villages or hamlets inhabited by Meches, Garos, and Totos, and the area in question had its northern boundary conterminous with that of Bhutan.

5. As tea gardens were opened year by year, hâts or markets sprang up here and there to meet the natural demand for supply of food and grains, and it was found that illicit practices prevailed to a great extent. Cheap liquor was smuggled from across the border, and the Meches also occupied themselves in brewing and selling to the coolie population cheap country liquor and pachwai or rice beer. It was to check these illicit practices and to supply the natural demand for liquor that stills were established here and there.

Sites of shops.

6. The sites selected for these outstills were generally near to or on the markets; this was rendered necessary by the absence of roads and by the presence of thick jungle that covered all unopened parts of this tract of country. That sites were, however, chosen with care and not without regard to the wishes of managers of tea gardens is amply shown by a reference to the correspondence on the subject.

7. On the 14th April 1884, Mr. ..... wrote that he and Mr. ..... agreed with the Deputy Commissioner about the necessity for opening a shop at ..... He wrote :—

Coolies will be bound to put up private and illicit stills unless Government supplies a licensed one.

Again, on 18th January 1885, the former gentleman wrote :—

I have no objection to the outstill being established in ..... market.

In February 1883, Mr. ..... wrote :—

I have no objection to a shop for the sale of spirits being started *on my garden*; also that if they (the vendors) build their shops in my hât, I will give them a site rent free for the first year.

8. On the other hand, the establishment of the ..... outstill, which was necessitated by the detection of illicit practices and smuggling in the neighbourhood, was opposed by the then manager, and the matter was referred to the higher authorities. In this instance Lord H. Ulick Browne, Commissioner, wrote as follows :—

Tell the gentlemen who object to the location of the outstill that we regret after full enquiry it is considered necessary, in the interest of the excise revenue, to establish an outstill there.

I may here note that I visited this outstill in July last. Mr. ....., the present manager of the same tea garden, who has seen the still working for years, did not object to it (*vide* his evidence).

9. Again, quite recently in 1888-89, Mr. ....., who is opening out a large grant of land, himself applied to the Commissioner, Mr. Lowis, for the establishment of an outstill in the vicinity of his garden. His request was granted. It is significant to notice here that this planter was one of those gentlemen who signed the memorial got up at Darjeeling protesting against what is called the liquor traffic.

10. I have given the above instances to show how from time to time outstills were established with the consent of managers, and to meet the natural demand for liquor which, had it not been met, would have led to an increase in smuggling and illicit distillation. The sites of stills have always been carefully selected, but it has happened, as in the case of ..... outstill, that tea gardens have sprung up all around, thus shutting in the outstill and leaving no available space for removal of site, which may, perhaps, have become objectionable on some grounds, such as that of being too central and too easy of access.

11. It is my duty to bring to notice, however, the fact that Mr. Dalton, the former Deputy Commissioner in 1885, after the Excise Commissioner's report, represented to the Board, when submitting his proposals for the year regarding [illegible] complaints had been received about them from some planters, and [illegible]

many should be abolished. The Board in reply, through the Commissioner, remarked as follows :— **Bengal**— *contd.*

> As remarked by you (the Commissioner of Rajshahye), the experience of Darjeeling has shown that unless authorised shops are established in sufficient numbers, the coolies employed in the tea gardens will have recourse to illicit distillation; but the Board desire that special attention may be paid to the settlement of sites for outstills. The shops, while centrally situated and easy of access, should not be placed in hâts and bazars frequented by tea garden coolies, whereby temptations to drink are held out to every passer-by. (Copies of said letters, Appendices M and N, are attached.)

12. Thus it will be seen that the revenue authorities had no wish or intention to encourage drinking for the sake of increased revenue. Unfortunately the taking up of almost the entire country for the cultivation of tea, leaving little or no khas land, prevented the selection of sites, which should be in every respect unobjectionable. A glance at the map, which accompanies this report, will clearly demonstrate this fact.

Prices of liquor.

13. The prices of liquor have always been the same in this district for many years. Outstill liquor is divided into four classes, *viz.* :—

	R	a.	p.	
1st	1	0	0	a bottle.
2nd	0	12	0	ditto.
3rd	0	8	0	ditto.
4th	0	4	0	ditto.

In the tea tracts, however, the 12-anna liquor is not sold to any extent, and very little 4-anna liquor is consumed; the sale of this cheaper kind has been discouraged, so that practically it may be said only two prices obtain, *viz.*:—

	R	a.	p.
1st class	1	0	0
2nd „	0	8	0

The average alcoholic strength of No. 1 is generally found to be 25° to 30° under-proof; though it varies much at times, it is as high as 15° under-proof, and at other times, though rarely, it is 50° to 60° under-proof. The average alcoholic strength of No. 2, or the 8-anna a bottle liquor, is about 50° to 55° under-proof, though it is found to be less at times. The alcoholic strength is made to vary at the caprice of the vendor, though he is in a measure controlled by his customers. This is a point to which reference will again be made. No. 1, or R1 a bottle liquor, is not sold to any large extent; the liquor that is consumed most largely is the 8-anna kind. Outstill liquor is by no means a cheap commodity in this district. Last year the average monthly consumption in the whole district was found to be 1,120 gallons London-proof, and the monthly license fee was R5,224. The rate of duty per gallon London-proof in license fees is therefore $\frac{5224}{1120}$ = R4-10 a gallon London-proof, which is very high. These figures are for the entire district.

Materials used.

14. Gur and mahua mixed, and sometimes gur alone, are the only materials in use here. It has been found that when gur is used alone, one maund yields 3 gallons London-proof liquor, mahua one maund yields 2 gallons London-proof, gur and mahua mixed one maund yields 2½ gallons London-proof.

Still and vat capacities.

15. In the Government Resolution No. 506-T.F., paragraph 5, attention is drawn to this point. Restrictions regarding still capacity have been imposed in this district since 1887-88, and those regarding vat capacity since 1888-89 (*vide* statement C appended). In 1887-88 the largest reduction was made, a large number of old *degs* used at outstills being replaced by Patna copper stills of 5, 10, 15, 20 and 30 gallons. In that year, although the number of shops increased by three, the still capacity was reduced by 154 gallons.

As regards vat capacity, that sanctioned for 1888-89 was 4,776 gallons, irrespective of the season of the year. It was ordered that the restrictions should be introduced gradually, and the actual vat capacity was 4,870 in summer and 5,389 in winter.

In 1889-90 the vat capacity sanctioned is 3,640 gallons in summer and 4,750 in winter, but this did not include the new outstills of Lankapara, Jalnti, and Haldibarighat, for which some extra vat capacity had to be allowed (*vide* statement C).

16. It will thus be seen that efforts have been made to improve the excise administration on the lines laid down by the Excise Commission so far as it was possible to do.

PART II.—STEPS TAKEN TO CARRY OUT THE ORDERS OF GOVERNMENT ISSUED UNDER RESOLUTION NO. 506-T.F. OF 25TH JUNE 1889.

1. On the receipt of the orders referred to, I, with the advice of the Commissioner, proceeded to consult with the Deputy Commissioner of Darjeeling as to the best method to be adopted in holding the enquiry. In consultation we drew up a set of questions for tea planters, coolie sirdars, and independent persons. These questions were framed on the basis of the Resolution referred to and on the pamphlets published by the Darjeeling Temperance Society, which disclosed more in detail the arrangements and specific charges brought against the system of outstill excise administration.

Bengal —*contd.*

2. A copy of these questions, which were divided into five general heads as noted in the margin,* is annexed (Appendices G, H, K).

*1. Drinking.
2. Drunkenness.
3. Injuriousness of liquor.
4. Marua or pachwai.
5. General questions.

3. For purposes of investigation in this district, I divided the tea tracts into four portions as per margin,† and taking the western tract myself, I directed Mr. Walsh, Settlement Officer, to visit the central portion; Mr. McGavin, Deputy Magistrate and Deputy Collector, the Nagrakata portion; and Mr. Sunder, Sub-divisional Officer of Alipore, the eastern portion. Each officer was furnished with a copy of the Government Resolution, copies of the sets of questions, and some general instructions, and was directed to visit the outstills situated in the portion allotted to them, and to take the evidence of the most experienced planters of the neighbouring tea gardens, also the evidence of the coolie sirdars and such outsiders as could be found.

†1. Western portion, including the outstills of Damdim, which also supplies Ranicherra, Manabari, Washabari, Phulbari.
2. Central portion including Karanti, Bataigole, Chalsa, Matelli.
3. Nagrakata portion, including Nowthowa, Kalabari, Suikabusti, and Thaljhora outstills.
4. Eastern portion, Haldibarighar, Salbari, Lankabara.

4. Mr. Walsh and I started on our respective tours on the 17th July, returning to head-quarters; Mr. Walsh on the 27th July and I on the 31st July. Mr. McGavin, who could not be spared from head-quarters earlier, went on tour on the 5th August, returning on the 14th August. Mr. Sunder also made his tour in August.

5. Reports have been received from each officer. Mr. Walsh's report has been delayed, as on his return he suffered from continuous malarious fever, the result of exposure at a bad season of the year. I have also myself been subject to a servere attack, and Mr. McGavin and Mr. Sunder have also both suffered. I only mention this to account for apparent delay in the final submission of this report.

6. I visited four outstills and made the enquiries required to supply the information called for in paragraph 5 of Resolution. I also examined the gentlemen named in the margin,* all planters of standing and experience. I also examined 29 coolie sirdars, who were called by the managers of certain gardens. I also examined, or caused to be examined, nine persons who are independent of tea gardens, and from whom it might be expected an unbiassed opinion would be obtained. I furnish copies of the answers given by the tea planters aforesaid for reference. In this report I shall quote largely from the evidence thus obtained.

*[14 names.]
29 Coolie sirdars.
3* Independent witnesses at Damdim.
6. Ditto at Jalpaiguri.
* It was difficult to obtain the evidence of well-to-do and well-educated men, there being few such in the district.

[8 names.] 7. Mr. Walsh in his tour examined 8 tea planters, 28 coolie sirdars, and 16 outsiders.

†[7 names.] 8. Mr. McGavin examined 7† planters, 11 coolie sirdars, and 4 outsiders.

‡[6 names.] 9. Mr. Sunder examined 6‡ planters, 27 coolie sirdars, and some outsiders.

PART III.—RESULTS OF ENQUIRIES MADE.

10. Thus to sum up, the evidence of 35 gentlemen, all tea planters of experience, has been taken. One hundred coolie sirdars were examined, and 32 outsiders or independent persons who are not personally interested in the points raised. I append to this report the evidence of the tea planters and that of outsiders examined. The evidence of the coolie sirdars, 100 in number, is too bulky to be sent. I also append a copy of Mr. Walsh's report (Appendix L), as he conducted the enquiry with great care, and has given a full and interesting report. With regard to Mr. McGavin and Mr. Sunder's reports, I think it will be only necessary to quote from them now and again. The reports consist principally of an analysis of the evidence recorded by them.

11. It will be seen by a reference to the list of questions to planters that the chief points on which information was sought were—

1. Increase of drinking.
2. Increase of drunkenness.
3. Increased facilities for obtaining liquor.
4. Objectionable sites.
5. Adulteration of, and injuriousness of, liquor.
6. Absence from work on days after hât days, thereby leading to loss to employers of labour.
7. Smuggling or illicit distillation.
8. Opinions as to deterioration of coolies, increase of gambling or crime, and as to suitability of outstill system generally.

12. In order to facilitate the examination of the large mass of evidence collected in a perhaps rather chaotic form, I have prepared a synopsis of the answers made by the planters, coolie sirdars, and other persons (Appendices G^2, H^1, K^2) to the questions put on the various points. This will, I hope, make matters clearer.

13. The tables drawn up, marked G^2, H^1, K^2, are attached. A reference to tabular form G^2 shows that of the 35 gentlemen examined, 7 have stated that drinking has increased; 10 that drunkenness has increased; 8 that there are increased facilities; 17 have recorded that certain sites are objectionable; 10 state that liquor obtained is injurious; 8 say there is illicit smuggling; whilst, finally, taking the general opinion as to the suitability of the system, 25 are in favour of it, whereas not more than 9 are opposed to it.

Bengal —*contd.*

14. Mr. ..... is a planter of ..... years' standing; he is a total abstainer. The whole tenor of his evidence, after careful perusal, tends to show that he has not carefully considered many of the questions. For instance, he says there is both increased drinking and drunkenness amongst his 500 or 600 coolies, and he ascribes the increase to increased facilities for obtaining liquor. Yet in answer to question 14 (where the increased facilities are divided into five heads), he replies that the objectionable site of the ..... outstill is the only cause of the increase. He cannot say there is any undue increase of shops; that liquor is too cheap, or indeed what the price is. On another point—the injuriousness of the liquor—he is of opinion that it is injurious because coolies become wild and unmanageable; he could produce no samples of liquor to which tests could be supplied. Again, he was equally positive as to the physical, moral, and material deterioration of his coolies, though the reasons given, to my mind, are weak and insufficient. Mr. ..... stated that 25 per cent. of the coolies were absent after hât days, but he did not substantiate this by producing his books, and he assigned the absence to only drink, although it is well known and testified to by many planters of experience that the causes which lead to absence are numerous; feasting, dancing and merry-making are carried on to a late hour of the night on the evenings of hât days in all coolie lines, and in many instances coolies have on the hât day to travel long distances to and fro to market.

In answer to question 39, this gentleman says:—I don't know much about the outstill system," &c. (see his evidence). I examined him personally, and the impression left on my mind was that, though very decided in his opinions, he had not studied the question in all its bearings, and had little upon which to base those opinions.

15. Mr. ..... is a planter of experience, and his opinion is entitled to weight. Though he considers that drinking and drunkenness have increased, he does not ascribe it to increased facilities; he ascribes the increase in drinking to a large consumption of outstill liquor in lieu of marua or pachwai, the actual quantity of all kinds now consumed being less than formerly. The increase of drunkenness he ascribes to the liquor now being more potent and also to increased prosperity. He does not complain of objectionable sites, nor does he consider the liquor injurious in any way. He does not ascribe absence after hât days to drink, but to other causes. Finally, he is in favour of the present system. This gentleman takes a great interest in the welfare of his coolies. He employs over 2,000 coolies, and is perhaps more thoroughly acquainted with their idiosyncracies than most planters. His opinion is entitled to carry some weight.

16. Mr....., a planter of.....years' standing, considers that drinking has not increased, though drunkenness has, and he ascribes this to proximity of outstills [three names] (in Bhutan); also to increased prosperity, and an increase in the number of shops, though it may be noted here that these shops, [two names] were opened with the full consent and approval of earlier managers.

He does not consider the liquor injurious. He ascribes absence from work after hât days partly to drink, and partly to other causes. Finally, he is of opinion that outstills should be abolished, and even private distillation (by which he apparently refers to marua and pachwai) forbidden. Here he appears to overlook the fact that at certain seasons and ceremonies and festivals the use of liquor by the large majority of his coolies is enjoined by their social and religious customs. He thinks Government by making liquor more accessible has tended to stimulate drinking.

17. Mr.....has recorded his answers in his own handwriting, and his replies to nearly all the questions are so brief that it is difficult to analyse the grounds upon which they are based. He says drinking has increased among all classes, also drunkenness. He ascribes increased drinking to increased facilities and prosperity, but drunkenness to the former only. He says shops are more numerous, but does not specify any that have come into existence within his knowledge. He says sites are objectionable, but only mentions that of....., which, though near a large market, is removed from the vicinity of any tea garden. To the question—"Are increased facilities due to any restrictions placed on marua and pachwai"? The reply is—"Yes, frequently." As a matter of fact, there have been no new restrictions placed on possession of these articles; *practically there are no restrictions.* By this I mean that the supervision exercised by excise officers over tea garden coolies in their own lines is practically *nil.* Then, again, he holds that the liquor is "injurious," and is adulterated with bhang, tobacco, majita, &c. He does not offer to obtain any samples of such adulteration which is not spoken of by any other person. He ascribes absence after hât days to drink entirely, but gives no reasons, nor does he produce his *haziri* books. Mr. McGavin, Deputy Magistrate, who, in holding his enquiry, examined this gentleman amongst others, remarks—

There is no actual evidence of marked absence after hât days, and no direct evidence that drink keeps absentees away. It is presumed that this is the cause of absence, but there may be many other reasons. It is just as probable that pachwai has more to do with it.

Finally, Mr. ..... recommends the abolition of outstills; but if this be not practicable, he recommends that the quality of the grog be improved; he remarks that an increasing percentage of well-to-do natives are taking to drinking whiskey and brandy when obtainable. As the cheap imported liquors sold in bazars bear a bad reputation, this can hardly be looked upon as an improvement. Mr. ..... cites some of the evils caused by the existence of grog shops; some of these are true enough, but they can be lessened by careful supervision and improved education.

18. Mr. ..... is another gentleman who has recorded his own answers and opinions, and his replies are also so brief as to render it difficult to analyse them. It will be necessary to peruse his evidence. I am not inclined to attach much weight to opinions based, as many of the answers show, on very insufficient knowledge of the subject.

19. Mr. ..... is a planter of experience and standing, and employs a large number of coolies. He takes much interest in the welfare of those he employs; his evidence is given with thought and care, and is entitled to consideration.

Bengal —*contd.*

He considers that a few of the better educated and well-to-do non-drinking class have taken to drink. This he puts down to education or knowledge of a kind that frees them from the restraints of caste without giving them any moral principles in their place. He considers drinking and drunkenness have both increased, though he appears to hold that the two must go together (*vide* his answer to question 11). He ascribes the increase to increased facilities—these being the proximity of grog shops, both in British and Bhutan territory, where much cheaper liquor is obtainable. He suspects the liquor (outstill) to be injurious on account of its after-effects. What these may be is not stated; has also heard that ganja is sometimes mixed with the liquor. Pachwai, or rice beer, is more wholesome in his opinion.

He attributes the smaller muster after hât days in a great measure to drink. He admits that there is smuggling of liquor from Bhutan, and that possibly the outstills get the credit (or rather discredit) of supplying such liquor. In conclusion, he says:—

I don't think the system suitable to the district, and the present administration of the system, which is chiefly exerted to the extension of it, especially in the proximity of the gardens, is entirely wrongful.

With reference to this, I would invite a glance at the map, which will show that in that part of the country where Mr. .....'s gardens are situated, there are only two outstills, serving 25 gardens and about 7,000 coolies, *viz.*, the.....bustee, one which is not in the proximity of any garden, and the ....., one which is placed on the ..... tea estate and was established to meet the wants of a large coolie population and to check smuggling from Bhutan.

20. I now pass to Mr. .....'s evidence. He is acting manager of....., which comprises the gardens of the ..... tea estate, the population of which is about 3,000 coolies. I may as well observe here that Mr....., the manager, last year complained of the presence of an outstill on his garden. I suggested to him as an experimental measure that he should purchase the license at the annual auction sales, and thus become vendor to his coolies; he could then control and regulate the supply as he pleased. He acted on my suggestion, and on my visiting his garden in February last, he informed me that he found the arrangement most satisfactory, and had no reason to regret it. I am thus surprised to find Mr. ..... speaking throughout his evidence as if he was ignorant that the outstill was under his own control. He is possibly speaking of outstills in general; he thinks drinking and drunkenness have increased, and the increase to be due to the facilities for obtaining liquor; he thinks there are too many shops; that the sites are objectionable (does not specify those that are), and that liquor is too cheap; he does not, however, know the prevailing prices. He does not know that outstill liquor is adulterated; thinks it may be, and considers it injurious, but gives no reason for his belief. His gardens border on Bhutan, but he knows nothing of smuggling, having only heard of one case. In connection with this, I would observe that although the.....outstill is situated in the midst of a large population without another outstill near it, yet the license fee obtained is small, being only ₹720 for the year; the cause of this is the presence of numerous outstills over the border. Mr. ..... finds the muster of coolies smaller after hât days, and ascribes this absence principally to drink. However, ... he does not recommend the abolition of the outstill system, but suggests that outstills should be removed from the proximity of gardens, and be situated in a Government bazar, or some place where proper supervision could be exercised. He overlooks the fact that no such places exist; that nearly all land having been taken up for tea cultivation, no Government land is available.

21. Mr..... is an ardent opposer of the excise system. He considers drinking and drunkenness have greatly increased, except in his garden, where the measures taken (what measures are not specified) have checked drinking. The increase is due to greater number of shops, objectionable sites, and to restrictions placed on possession of marua and pachwai. He does not appear to have taken into account the great increase in the drinking population. To question 17—"Have these increased facilities, if any, increased out of proportion to the increase of population?"—he simply replies "Yes." He has reason to suspect that the outstill liquor is adulterated with opium and datura to make it more potent; but he can produce no samples, saying it would be difficult to produce a sample without the knowledge of the vendor. He forgets that any coolie could purchase and bring bottles without causing any suspicion. His own coolies have morally, materially, and physically improved since they gave up drinking: how or in what manner is not shown. Finally, in general terms he condemns the system and he refers to the increased disturbances on ..... gardens this year, saying that drink had undoubtedly a good share in increasing the number of these. To this assertion I must take exception. The judicial enquiries held regarding these disturbances showed them to be due to disputes as to the rate of work and wages. There was plenty of drink to be had in former years, but disturbances were not common in those years. He suggests that Government should not press the excise as it does for the sake of revenue, and should make a point of keeping liquor shops away from easy access of tea gardens. To question 39 (*b*)—"Do you think that the excise policy pursued by Government has tended to stimulate drinking among the population? Can you explain the grounds on which you base your opinion?"—he replies "Certainly it has," and points to the number of drunken people that are to be seen at the [two names] markets on market days. These markets are the two largest in the ..... They are attended by coolies in thousands, and no doubt many drunken people are to be seen; but this evil can be checked if proper measures are taken. With regard to Mr.....'s evidence, I would remark that it must be carefully read and studied before its proper weight can be gauged.

22. I think I have now referred to the evidence of all those gentlemen who are opposed to the outstill system, and I propose to briefly compare their evidence with that of those planters who take a different view, and are in favour of the existing state of things.

23. But before doing so, I should like to remark on the peculiar fact that the planters living in what is called the..... portion of the district are, as it were, unanimously of opinion that the system is bad. These planters are [four names] and.....

Bengal —*contd.*

and..... To the north of this tract and along its entire length lies Bhutan. There are only two Government outstill shops in this large tract—one at ..... bustee, a large market situated at some distance from tea gardens, and one at..... ....., on the borders of Bhutan.

24. Now the drinking population of this area amounts to about 7,000. Let us now see if the Government shops above named drive a roaring trade, as they should do like the proprietors of [two names] outstills. What do we find? The..... outstill vendor pays ₹300 a month and the ..... vendor ₹60 a month (total ₹360)—a very small sum compared with that given by other shops in other parts of the district where smuggling is not rife and the stills meet the actual demand. The reason of this is not far to seek. The vendors themselves complain, and it is a well-known fact to the district and excise officers, that an immense amount of smuggling of cheap liquor from Bhutan takes place in this area. There were 11 cases detected in 1887-88, and the same number detected in 1888-89. All the planters even in these parts admit this (*vide* their evidence). That this is so is further shown by the revenue paid by the ..... still, ₹60 a month, situated, as it is, amongst gardens whose coolies amount to 3,000, with no Government outstill near, but the outstills over the border at ..... and other places. Thus, what the managers of these gardens have to complain of in reality is not the harm done and the evils caused by the Government outstills, but the harm caused by a large amount of smuggling of cheap liquor.

25. Mr. Sunder, the Sub-divisional Officer, who has been in the sub-division five years, as also the Excise Deputy Collector, who has had about four years' experience of the district, brought the fact of this smuggling to notice, and it was proposed to establish another Government outstill in these tracts with a view to check these illicit practices, but was found difficult to find a suitable site; and as Mr.....'s *locum tenens*, Mr....., objected to another outstill, I as district officer did not establish one. This occurred some time ago, so far back as July 1888, long before the present agitation against the excise administration was raised. I think it right to mention this to show that our policy was not, and never has been in this district, to force outstills upon unwilling managers of tea gardens. When circumstances, such as the presence of a large drinking population and considerable smuggling and illicit practices, have seemed to call for the establishment of an outstill, one has been established to my mind with advantage to the people and to the interests of Government.

26. Having now examined the evidence of the principal of those planters who are opposed to and find fault with the outstill system, I will turn to the evidence of the other planters, about 25 in number.

27. It is quite impossible to go through this mass of evidence in detail. It must be read carefully by those who wish to form an accurate idea of the various questions now under consideration. I would merely draw attention to the fact that all these gentlemen are, with few exceptions, men of light and leading amongst the planting community—men who have had long and varied experience, some of whom have been in other countries and districts, such as Assam and Darjeeling, and some who have spent all their time in the Dooars. I would mention the following gentlemen whose opinions based upon experience are of much weight and value:—

(Sixteen names.)

28. These gentlemen are unanimous on the following points:—

1st.—Drinking and drunkenness have not increased.

2nd.—The facilities for obtaining drink have not increased.

3rd.—*Sites.*—Seven of them mention sites which they consider objectionable, and which should be altered. I may say that I agree with them as to the sites of [four names]. These should be altered if possible. This matter will be considered later on.

4th.—*Injuriousness.*—All, except Mr. ....., say that the liquor supplied at outstills is not injurious. He says it may be so.

5th.—*Supplying rum to coolies for overwork, &c.*—Here we take the whole mass of planters examined, both those for and against the system, and it is a remarkable fact that 31 out of 35 planters examined admit that they distribute rum to coolies after a hard day's work or a long journey. Even many of those who are strongly opposed to their coolies getting any liquor supply them with rum, saying that it is good for them, makes them work better and more cheerfully, gives them heart during epidemics of cholera and sickness, such as fever. It is curious that the enquiries made by the Excise Commission in 1884 showed that there was a widespread belief that rum and spirits made by European processes of manufacture did not generally agree with the people of this country. Be this as it may, it is odd to find planters, who virtually oppose the consumption by their coolies of outstill liquor, yet freely giving as a substitute on occasions strong and raw spirit like rum.

6th.—*Absence after hât days*—

29. On this point opinions are divergent. Out of the 16 planters I have named in paragraph 27, two attribute absence after hât days to drink, six attribute it partly to drink and partly to other causes, whilst seven do not complain of absence at all. I think there is very little doubt that drink has something to say to the absence of coolies from work, but to say that it is entirely attributable to that cause is a mistake. It is surprising how little is really known on the subject by some of the planters. In two cases (two names)

Bengal—*cont'd.*

told me that their absentees on days after hât days amounted to 15 or 20 per cent.; but on looking up their *hazari* books, it was found on calculation that the correct percentage of all absentees was not more than 2 to 3 per cent. I confess I was as surprised as these gentlemen were themselves at the result. This tends to show that statements are often made at haphazard which, had careful enquiries been instituted previous to making them, would not have been made. It was found in many cases, as pointed out by Mr. Walsh in his report, that it was difficult, if not impossible, to obtain accurate statistics from those gardens which had Sunday fixed as their hât days. Extra work done on Sunday by coolies being entered on the books on Monday, the percentage of absence was often less than on ordinary days.

30. *Smuggling.*—Of the 16 planters in paragraph 27, only two, [two names] think that smuggling and illicit distillation are carried on. The former had quite recently detected a case of illicit distillation in his own lines, and he had reason to believe that in some instances other cases had passed undetected. The latter considered it had decreased. A third gentleman says there was smuggling, &c., formerly, but there is none now; the rest do not know of any illicit practices.

31. As I have already remarked, all the 16 planters were more or less in favour of the continuation of the outstill system. Some frankly admitted that it was a necessary evil—that coolies must satisfy their natural propensity to drink; and it was better they should get liquor as they do now than have to resort to illicit practices to obtain it: suggestions made for improving the existing state of things will be referred to later on in this report.

Coolie sirdars' evidence.

32. A very large number of coolie sirdars were examined, one hundred in number, and it will be impossible to do more than remark generally on the nature of the evidence given by them. They are not a very intelligent or educated class of men, as will be seen from the rough synopsis of their statements; many could give no answers to certain of the questions put to them, whilst others misunderstood them and gave unsatisfactory replies.

33. We may gather from their statements the following facts:—

(1) There is practically no non-drinking class in tea tracts. This is corroborated by what the planters themselves say, and may be assumed as a fact; the fears, therefore, expressed that drinking has been forced on the non-drinking classes may be dismissed as without foundation.

(2) There is a certain percentage of absence (5 to 10 per cent.) after hât days, and this absence is in a great measure due to the effects of drink; but whether this drink is outstill liquor or pachwai is not clear. No doubt both outstill liquor and pachwai, which is used in large quantities, contribute to their absence in some degree.

(3) Opinions are divided as to whether the coolies drink more in this district than they do in their own country. Here liquor is far dearer, but then better wages are earned; I should say they drink pretty much the same. The vast majority drink in proportion to their means, the better means here being checked by the high price.

The sirdars think that the average sum spent on outstill liquor is about Re. 1, or 8 annas per month per adult.

(4) Although opinion is divided as to whether the liquor sold is of good or of bad quality, few, if any, complain of the admixture of any noxious drug, or speak of the after-effects of drinking. When it is condemned as not good, it is usually meant that the liquor is not strong enough. There are grounds for this, as the vendors sell liquor of every varied strength—the more water the more profit.

(5) Gambling and crime are said not to have increased.

(6) Pachwai is regarded as a wholesome beverage by the majority, but no reliable evidence could be obtained about the theory that *marua* gains spirituous strength by keeping. *Marua* is but little made here. *Pachwai*, or rice beer, is the natural ale of these coolie people, and they are allowed to brew four seers of it per man for home consumption. It is said by all, both planters and coolies, that prolonged keeping makes the liquor go bad. I believe this to be the case.

The general opinion is that were outstill liquor difficult to obtain, the coolies would drink of necessity larger quantities of *pachwai*.

34. I now turn to the evidence of those who might be considered independent—who are neither on one side nor the other in this question. I fear the evidence collected under this head is not valuable. In the tea tracts there are few independent persons of education and intelligence to whose opinion much weight could be attached. This is much to be regretted, but we must take what we can get. Those examined in the tea tracts were chiefly money-lenders, jotedars, shop-keepers, and traders of sorts. The general opinion amongst these is that drinking has not increased, nor has drunkenness; that the liquor is in no way injurious to health, though the opinion of the majority is that those who indulge to excess suffer deterioration, moral and physical. There are very few who deny that any abolition of the outstill system would be very inconvenient, to use a mild word, to the community at large.

35. It is a fact that the testimony of the majority of those natives who reside in Jalpaiguri is to the effect that drinking has increased, though drunkenness has not. I have no doubt drinking has increased in one day—that thousands pass through Jalpaiguri to-day when hundreds passed through in years gone by—more people drink because there are more to do so.

Bengal—*contd.*

I append a synopsis of the evidence taken as well as the evidence of those examined.

36. I have now put all the evidence on record before you, and I must revert to the particular points contained in the Government Resolution, No. 506-T.F., upon which enquiry was ordered.

Outturn of liquor. Average alcoholic strength.

37. The actual outturn of liquor during the past year was 18,560 gallons of all kinds in tea tracts per year. Enquiries made by myself and Mr. Walsh tended to show that this estimate was approximately correct. Assuming these figures for the present year, and adding 1,200 gallons for the new outstills of Haldibarighar and Lankapara on the basis of the last three months, we have 19,760 gallons representing the outturn of liquor for the tea tracts (*vide* Statement D). The number of coolies in the Dooars is about 41,602, taking one and half coolies per acre of cultivation. This is correct for summer season, but during the winter more coolies are employed. Therefore, reckoning two coolies per acre during that season, the total employed would be 55,470. For the purposes of general calculation, it would, I think, be safe to assume the average to be 48,536 (*vide* Statement E.).

The 19,760 gallons of all kinds reduced to London-proof are equal to 11,112 gallons per year (*vide* Statement E). A large number of the coolies consists of women who, though they drink to some extent, are not confirmed and regular drinkers. Deducting 15,000 for women, we are left with 33,586 adult males, which probably represent the drinking population in the Dooars.

Dividing the number of London-proof gallons reduced to bottles, the result is that each coolie may be said to drink ·33 gallons, or two bottles of London-proof liquor per annum (*vide* Statement E.), which is equal to four bottles of 8-anna liquor about 50 under-proof per annum. Taking into account the maximum quantity of liquor which could be produced with the vat capacity allowed for the tea garden shops, each man would drink about a gallon, or six bottles per annum (Statement F).

38. It will be seen that the coolie sirdars put down the sum of 8 annas as the average sum spent by each coolie per month on liquor, which would give 12 bottles of 8-anna liquor per man per annum. But it must be remembered that every coolie does not drink regularly; some—and these are not few—content themselves with drinking pachwai at festivals, and indulge rarely in outstill liquor, whereas there are some who drink far more than the average allowance.

Another factor in the calculation must not be forgotten, and this is the practice on the part of vendors to mix water with the spirit distilled. This practice is a very common one I fear. If we assume—and I think we shall not be far wrong in such assumption—that the vendors add one-fourth water to a bottle of liquor to dilute it. This would raise the number of gallons of liquor (diluted) to $19,760 \times 4,940 = 24,700$, giving a little less than five bottles per head per annum. It must not, however, be forgotten that the liquor that is smuggled in from Bhutan tends to keep down the rate per head. Were smuggling entirely suppressed, doubtless the figures would be somewhat higher, say, seven bottles per head per annum.

39. Of course these figures are merely approximate, and with the insufficient data greater accuracy cannot be expected.

40. The average alcoholic strength is also shown on tabular Statement D, as well as the average price in proportion to such strength. There can be no doubt that the outstill liquor is very highly taxed, and any increase of taxation would, in the opinion of those best competent to judge, lead to illicit distillation and smuggling. It is to be noticed that the Thaljhora still, which is situated on the borders of Bhutan, is compelled to sell at the cheapest rate allowed here, *viz.*, 4 annas, in order to compete with the Bhutan liquor, which can be bought at 2 annas a bottle.

41. I think it will be allowed that the Government has not gone beyond its proper function in stimulating the natural demand for liquor. It has only endeavoured to meet the said demand.

Specific charges (paragraph 6 of Resolution).

42. With reference to this point it is not necessary to say much. I think the evidence recorded proves beyond doubt that the tea industry has not been injuriously affected by the system now in force, neither has the system had an evil effect on the habits of the population, *i.e.*, the coolies employed in the tea gardens. The carefully recorded opinions of the oldest and most experienced tea planters in the district supports this view. I have already commented on these in this report, and will not repeat what I have said as to the assertion that the liquor supplied from outstills is a "poisonous or venomous" compound. I beg to say that not one person has attempted to prove this, nor have any facts been adduced that would tend to support the statement. Some assertions of a general nature have been made. Although no one came forward to prove that liquor is adulterated, all officers conducting the enquiries made every effort to ascertain for themselves whether such was the case, but without success. Many samples of the liquor sold were obtained through private sources, and these samples have been sent to the Chemical Examiner for analysis. His report will throw some light on this point. I am very confident from my own observations, and from those of Mr. Walsh, Mr. McGavin, and Mr. Sunder, that the assertions as to the poisonous nature of the liquor will prove to be quite unfounded. Mr. Walsh aptly remarks that it is entirely against the interest of the abkar to sell liquor so adulterated as to cause speedy and violent intoxication (see evidence of some few planters that say they judge the liquor to be adulterated because coolies often drinking it become speedily intoxicated and violent, and even idiotic in their behaviour). What the abkar wishes is that

Bengal —*contd.* the consumer should drink freely, and thereby increase his own profits. If by drinking half or one bottle the consumer should become incapacitated from drinking more, the vendor suffers in his pocket, for that man, had the liquor been weak and unadulterated, would probably have consumed double the quantity. It is not improbable that some ingredients are put in which will add fire to an otherwise weak spirit. This I know is done by publicans in England and Ireland with a view to making a customer believe that he is obtaining a good strong spirit, and, if done at home, the practice is probably known and followed here. Beyond this, I do not think it is in the interest of the seller to do.

43. On these points, noticed in paragraph 7 of Government Resolution, I have already remarked in this report when analysing the evidence recorded. Here it will suffice to summarise the conclusions at which I have arrived as to—

Paragraph 7 of Resolution—
1. Increased drunkenness.
2. Absence after hât days.
3. Increased prosperity } Tending to increased
4. Cheapening of liquor } drunkenness.
5. Increased facilities }

(1) *Increased drunkenness.*—I consider that there is no more drunkenness than there used to be ten years ago: the increase insisted upon by some (but denied by many) is chiefly and almost entirely owing to the increase in population; where there used to be hundreds, there are now thousands; hence drunkenness is brought more before the eyes of observers.

(2) Absence of coolies after hât days is to a certain extent established, but it is by no means proved that this absence is either owing to drink, or that it is so great as to affect the labour industry or cause loss to employés.

(3) Increased prosperity is undeniably a factor in the problem before us. Earning good and far higher wages than he does in his own country, the coolie naturally indulges in those petty luxuries which make existence more bearable, and one of these is an indulgence of his natural propensity for some drink. With some more pachwai is consumed; with others outstill liquor finds more favour; hence increased consumption.

(4) I think it cannot be said by the most ardent opponent of the outstill system that there is any undue cheapening of liquor. The ruling prices are ₹1 and annas 8 a bottle, which are high compared with the prices ruling in other districts.

(5) *Increased facilities.*—This is a point on which much may be said. If by increased facilities it is meant that there are more outstills now than formerly, also that outstills are so placed as to tempt people to drink, I think it must be allowed that facilities have to some extent increased. I have no hesitation in saying that the number of outstills has not been increased out of proportion to the wants of the population; they have been increased in order to meet and check smuggling and illicit practices, as I have shown in paragraphs 24 and 25, Part II of this report. Where few outstills are not sufficient to meet the actual demand, there smuggling is carried on largely. But as regards sites, I am of opinion that some few have been unwisely selected, such as that at Kolabari and that at Damdim, which sites, though good before tea gardens were opened out all around it, is perhaps now too centrally situated near a large market and too easy of access; but later on, on the question of improving the existing state of things, I shall make reference to this.

44. In paragraph 8 of the Government Resolution, it is said that any suggestions for improvement on points requiring remedy should be freely given. I presume this to mean that we are to point out any defects in the existing state of things, and to put forward proposals for remedying them.

45. Accordingly, I beg to submit that the chief defects in the existing system appear to be the following:—

(1) Objectionable sites of the outstills at Damdim and Kolabari.

(2) Want of proper and efficient supervision of outstills required in order to more effectually control malpractices, such as supplying liquor to persons who have already had enough, thus encouraging drunkenness.

As regards the first, it would be wise to remove the Kolabari outstill to some distance from the tea garden at Kolabari, say to a couple of miles or so north of its present position. The coolie lines have of late years been pushed nearer to the Kolabari outstill, the former sites of the lines having been abandoned after the ravages of cholera in the Kolabari garden. The site of the outstills which was established in 1881-82 was previous to this not so objectionable. It is on the boundary of the Diana Forest Reserve. As to the Damdim outstill, it would be difficult to remove it without practically doing away with it altogether, which for many reasons is undesirable. I would suggest that the outstill be left where it is until it is seen whether improved supervision and control does not remedy the chief evils complained of.

46. On the second defect—want of supervision—I beg to draw attention to the fact that the excise establishment sanctioned for the entire district consists of one Sub-Inspector, two darogahs, and six peons—two under each officer. The pay, &c., are given as per margin.

1 Sub-Inspector, ₹30 to ₹50.
1 Darogah (Sudder), ₹30.
1 Darogah (muffassil), ₹30.
2 peons to each officer, at ₹6 each.

This establishment is quite inadequate to really check and supervise the outstills scattered over a large area of country. The visits of these inspecting officers are of necessity few and far between. What I would advocate is the presence of a superior officer of the Excise Department at all large markets or hâts in the vicinity of which outstills are situated. His duty would be to test the quality of the liquor sold, and thereby see that consumers got a fairly good article in return for their money, and more important still, to prevent the vendors from supplying liquor to those who have already had enough. This is a most important point, the neglect of which hitherto has doubtless led to this outcry against the system. In order to strengthen the hands of the excise officer, I would suggest that a clause be inserted in the licenses granted to vendors inflicting a penalty upon them for breach of it, to the effect that liquor shall not be supplied to drunken persons, or such as appear to have already had enough. Unless some such provision is made, the excise officer could not in this important point exercise the control that he should.

Bengal —*contd.*

I have already proposed to Government that benches of Honorary Magistrates, consisting of tea planters, should be established at Damdim and Mal—the largest markets in the tea tracts. If these benches are established, we should have ready means for meeting and supervising the offences of drunkenness in public places, gambling, &c. A check would be at once placed on the continuation of these malpractices, and a few fines inflicted from time to time would have a most salutary effect. What has led to a continuation of these evils is the entire absence of check and control. I would ask that six additional Sub-Inspectors be appointed on pay rising from ₹30 to ₹50 a month, with twelve additional peons on ₹6 a month each. I would allot two Sub-Inspectors to the six outstills in the Damdim portion of the district, two Sub-Inspectors to the Chalsa district over four outstills, and two to the Nagrakata portion of the district—one to devote his attention to the supervision of the outstills, and the other to the detection of smuggling and illicit practices. One Sub-Inspector should be allowed to assist the present darogah, in the eastern portion of the Dooars, which has not yet been opened out to any great extent, but is rapidly being developed by the establishment of new tea gardens during the last two years. I am convinced that the measures I advocate will go far to improve matters. I would suggest that a fair rate of pay be offered, both because this district is one in which living is expensive, and also because it is absolutely necessary to attract men of good education and known probity—men who would be liable to some temptation, and who would have in the course of their duties to come in contact with tea planters and their clerks and sirdars. I have only now to say in conclusion that I trust my report may meet with approval. I have had a large mass of information and evidence to deal with, and have endeavoured to put this in a clear and concise shape before the Government. I have had to do this work mostly during my leisure hours, so as not to interfere with my regular work. I feel there are many defects in this report, but I trust to receive some indulgence.

47. The report of the Chemical Examiner will be submitted as soon as it is received with a brief supplementary report. I have thought it inexpedient to delay sending in this report.

No. 303-E., dated 28th October 1889.

From—A. W. PAUL, Esq., Deputy Commissioner of Darjeeling,

To—The Commissioner of Excise, Bengal.

I have the honour to submit the following report as called for in No. 506-T. F., Financial Department, dated the 25th June 1889.

2. As the district of Darjeeling is an exceptional one, I have thought it convenient to preface my report upon the subjects noted in the Government letter above-mentioned by a brief historical and topographical description of the district so far as it affects our excise administration. With this view I would explain that the district is divided into three distinct tracts—

(1) Darjeeling Proper, comprising the hills of British Sikkim between the Teesta on the east and the Nipal frontier on the west.

(2) The Terai or plains of British Sikkim annexed about 1850.

(3) British Bhutan or Kalimpoong, the Bhutan hills, east of the Teesta, taken from Bhutan in 1864.

3. As regards the purposes of this report, a few words only are needed as to (3). With the exception of two small gardens in the Chel Valley, close to the Jalpaiguri district and north of Damdim, and one near Bhutan between the Mal and Dechu, there is no tea cultivation in this portion; but I would add that there are two large cinchona plantations on the border of the Jeet Valley, but far removed from either Kalimpoong or Gurubathan. There are two outstills—one at Kalimpoong, the chief mart of the western portion, and the other at Gurubathan, a rising settlement in the Chel Valley. The owner of the Chel tea gardens mentioned above does not wish the outstill at Gurubathan to be abolished. A glance at the map also will show that an outstill in this direction is not superfluous. As regards Kalimpoong, it is admitted that such a shop is required, and does not in any way affect any tea interest, and should not therefore be abolished. At this place, too, there is a marua shop. An experimental one at Pedong has been abolished since the removal of the troops from that place.

4. Tract (1) differs from (2) mainly from the facts that in (1) the bulk of the coolies are Paharia (including Nipalese and Bhutias), whereas (2) has a large indigenous Rajbunshi popu-

Bengal —*contd.*

lation, while the tea garden coolies of recent years have been largely recruited from among the Dhangers and other cognate tribes. (1) again is made up of a number of mountain ridges separated by deep ravines between which communication is difficult.

5. Thus as regards this report, we need only consider the tracts (1) and (2), as in them mainly the tea industry has taken root.

6. It is to the tea industry that this and the neighbouring district of Jalpaiguri owe their importance, and the present enquiry has been directed mainly to the effect that our excise administration has upon that industry.

7. After struggling more or less successfully in this district, tea experienced a disastrous crisis about 1865: many proprietors were ruined, and many gardens were closed or changed hands. It is not alleged for one instant that the abkari system in these hills had the slightest influence in bringing about that crisis.

8. From 1867 tea cultivation has been placed on a more secure and less speculative basis, and has since that year steadily developed.

9. I propose, therefore, to commence my historical sketch from that date.

10. At that time the right to sell country spirits throughout the district "was sold in lump," and the lessee was allowed to establish "50 subordinate shops." Thus we find in 1867-68 Bhagu mistry was the licensee of 15 shops in the Darjeeling or Sudder thana, 8 in Kurseong, and 27 in the Terai, for which he paid an anuual fee of ₹12,518.

11. In 1868-69 an attempt was commenced to break this monopoly, and the licenses for each shop were put up to auction separately, and the total number reduced to 22, *viz.*, 6 in Darjeeling, 3 in Kurseong, and 13 in the Terai, realizing between ₹10,000 and ₹11,000 for the next few years. This change had been ordered in 1868, and the idea was to have 11 shops in the hills and 11 in the plains.*

* See Mr. Edgar's report 1876.

12. In the preceding paragraph I used the word "attempt" advisedly, as it was found in 1873, when I first came to Kurseong, that Sham Lal Shah had still a monopoly of all the Terai shops, and was in the habit of sub-letting them to the actual distillers, as Mr. Edgar writes on the 11th June 1873, "to the serious loss to Government, and I fear with the result of encouraging the increase of consumption which I much deprecate."

13. This discovery resulted in Government obtaining in 1873-74 ₹18,000 and in 1874-75 ₹27,000 for the same shops which before realised only from ₹10,000 to ₹11,000.

14. The number of shops, *viz.* 22, remained practically the same until 1878-79, the slight variations being noted in table A.

15. In 1878-79, when Major Lewin succeeded Mr. (now Sir John) Edgar as Deputy Commissioner, a new departure commenced—one that has been fraught with important consequences.

16. Major Lewin in his No. 567 of the 26th February 1878 recommended, in addition to the 21 liquor shops previously in existence, the opening of a shop on the Nagri spur with a view to check smuggling from Nipal, and stated he was consulting the leading planters in the neighbourhood in case they had objections. The total number of shops recommended by him was the same as in the previous ten years.

17. The Commissioner in his No. 5 (Excise—Miscellaneous) of April 15th, 1878, replied that the Board in a letter No. 55-B., dated 30th March 1878, had said that "the number of outstills proposed by you is insufficient, and may be increased to 30 . . . . In future be good enough never to consult tea planters or others in the matter of opening liquor shops unless there is any order of the Board or Government to do so, which I do not remember, and think very unlikely to have been issued. If the planters had their own way, there would be no licensed liquor shops in the district, and no hope of stopping the importation of illicit liquor from Nipal . . . . The Nipal frontier, and if necessary the Bhutan frontier also, should be specially considered in selecting places for additional outstills. If we supply licensed outstills on the frontier, the license holders will do their best to prevent illicit liquor being imported into or made in the district; and as licensed must be dearer than illicit liquor, we shall in reality check the consumption by licensing stills, though the planters do not see this."

18. The consequence of these orders was the opening of eight new shops and the reopening of two old shops, as shown in columns 15 of tables A1, A2, and A3. Bagdogra and Rohini had been temporarily closed during 1876-77 and 1877-78, while the new shops were Duteria, Rungli, Rungliot, Dangia Bazaar, Lepchu Jagut in the Sudder, and Murma, Ghoomti, Phuguri, and Dhudhia in Kurseong.

19. In 1879-80 Mr. Waller further increased the number of outstills to 44. The new shops were nine in the Sudder, *viz.*, Tukvar, Rumbi, Rishop, Selimbhong, Rungbhong, Pashok, Tukda, Teesta (Ranyak), and Singla; two in Kalimpoong, *viz.*, Shoirini and Chunbhati; and three in the Terai, *viz.*, Champasari, Tirihana, and Toribari.

20. In 1880-81 the number was 45, but in the course of that year many complaints were received against the excessive number of shops from the Forest and Cinchona Departments and a few planters. The correspondence which then ensued was closed by Board of Revenue No. 223-B. (Excise) of the 22nd March 1881 approving of the number of outstills for the year 1881-82 being reduced to 22. This number was, however, with the Board's sanction, subsequently increased during the year to 24. The marginally noted were the 21 shops closed in 1881-82.

Darjeeling.—Duteria, Rungli, Rungliot, Rungbhong, Singla, Tukvar, Teesta, (Ranyak), Bajmanbunglow, Rumbi, Takda, Peshok.
Kurseong.—Murma, Chatakpur, Chimney, Dudhia, Nahore.
Terai.—Rohini, Kainaluka, Tirihana, Pathurgatta, Toribari, Champasari.

Bengal —*contd.*

21. In 1882-83 the number of shops was 30, six new shops having been re-opened, four new shops established, and four old shops closed.

22. In 1883-84 and 1884-85 the number remained at 31.

23. In 1885-86 the Teesta (Ranyak) and Sevok shops were re-opened to command the Teesta Valley road then opened throughout, while in 1886-87 the frontier outstill of Jorepukri on the main road to Elam and Hansquar in the Terai were started.

24. On taking charge from Mr. Oldham, I found that he had recommended the opening of outstills at Rungbhong, Munjha, Rungdo or Shoirini, Sidrapong, Rungeet, Lopchu, Mirik, and Singbali. Of these the outstill at the Rungeet bridge, Rungbhong (an old shop), Lopchu, and Shoirini (an old shop) in Kurseong were actually opened. A shop was also opened at Sidrapong near Darjeeling, which I however closed during the year for a breach of license, and because it was unnecessary and tended to drunkenness.

25. In 1888-89 I closed the Lopchu shop, which I had always looked on with disfavour, and Choonbhati (in Kalimpoong) was transferred to Jalpaiguri, thus making the numbers 36, situated as under:—

In the Sudder	12	As in Table A.
„ Kalimpoong	2	
„ Kurseong	7	
„ Terai	15	

26. At the present time Namsu, Pankhabari, and Silliguri shops have been closed on account of the upset price not having been reached at the auction sale; in the case of Pankhabari and Namsu, the former licensees have since offered the full price, but I have refused to open the shops pending orders on this report.

27. It will be seen from the above that, except perhaps in 1879-80 and 1880-81, when too many shops were opened, and 1881-82, when too many were closed, the greatest care has been taken by the district officers not to stimulate drinking by excess of shops or to encourage illicit distillation and smuggling by lack of shops. This in part disposes of one accusation noted in paragraph 5 of the Government letter under reply.

28. In connection with the above history, I would invite attention to table B, which approximately shows the increase in the acreage and outturn of the tea gardens in the years under review, and convictions for drunkenness. I should have liked to have added population, but I am convinced the census figures are under the mark, and would be misleading.

29. As mentioned in paragraph 2, there are three distinct tracts in this district with Topography. features peculiar to each.

30. Darjeeling Proper can be conveniently sub-divided into two main divisions, *viz.*, Darjeeling or Sudder and Kurseong thana. In the case of Namsu alone does an outstill in any way affect gardens situated in both divisions, and that only to a very slight extent. A red line on the map shows approximately the division between these tracts.

31. As Mr. Earle has submitted full and exhaustive reports regarding both the Terai and Kurseong, I will confine my remarks to Darjeeling or Sudder thana only.

32. This tract of country can again be split up into separate blocks cut off from one another by high ridges or deep valleys.

33. The town of Darjeeling is the apex of the Soom Tukvar, Lebong, and Jellapahar ridges, and is besides the most important town in the district. There is one outstill and one marua shop at present paying monthly fees of ₹1,200 and ₹460 respectively. The Municipal Commissioners have complained of their situation, and this question is still under discussion, and will be reported upon separately. It is not suggested that these could be safely abolished, or that they have injuriously affected the tea industry.

34. Four miles south, but still within the Darjeeling municipal limits, lie the villages or rows of huts called Goompahar and Jorebunglow. The Pashok, the Nipal frontier, and the hill cart-roads all converge at this point. Here are situated two marua shops only, and no suggestion has ever been made that these affect any tea gardens. The Commissioners, however, have suggested the removal of one of these to a less conspicuous site than the present roadside one. I have already tried to do this, but owing to certain municipal regulations, have had to allow the site to remain unchanged for the present. Probably it will be found convenient this year to amalgamate the two shops.

35. Outside the municipality, commencing from the north and going with the sun, the chief blocks are—

(1) (*a*) The Soom Tukvar spur.
(*b*) Barnesbeg and Singla.
(2) The Lebong Ging spur.
(3) Tukdah slopes.
(4) The Pashok spur.
(5) The Gielle or Teesta Valley spur.
(6) The Government Cinchona Estate extending to the water-parting between the Riang and Mahanadi valleys.
(7) Hopetown.
(8) The Duteria and neighbouring slopes.
(9) The Nagri slopes.
(10) The Rungbhung valley.

Bengal —*contd.*

(11) The Mim Tumsong slopes.
(12) The Ghoom forest and the main road to Nipal.
(13) The Chongtong Rishihat spurs.

Beyond the Little Rungeet river lies Cheeboo Lama's land, wherein are no tea gardens, and which is still inhabited by the primitive races of the hills.

36. I now propose to deal with each block separately, and to show the actual state of each.

37. Mr. Knyvett in paragraphs 3 to 18 of his report has very fully dealt with these blocks; but I would add that another gentleman, Mr....., confirms the opinion of the majority when he states: "I have known the road from Tukvar to Darjeeling off and on for 14 years, but I have not noticed more drunken people than formerly." Mr. ..... 's observations regarding the outstill at the foot of block 3 are noted in paragraph 38, while as regards ....., which was started on the ..... estate without their wish, Mr. ..... writes:— "Mr. ..... admits he was agreeably surprised, and had noticed none of the evils from it which he feared;" and adds—"The shop is on the public road, and may be a convenience to the travellers for Kalimpoong and Sikkim."

(1) (*a*) The Soom Tukvar spur.
(*b*) Barnesbeg and Singla.
(2) The Lebong Ging spur.

38. This spur is supplied from the Rungeet and Darjeeling shops: no complaint has been received from any of the managers here. On the contrary, Mr. ..... gives it as his opinion that the opening of the shop at ..... is a good thing, as the Sikkim liquor is so cheap. The only other shops that could affect the gardens here would be the marua shops at ....., of which mention has been made before, and that at ....., near the mineral springs, whence Mr. ..... states his coolies, whom he describes as quiet, respectable people, draw their chief supplies.

(3) The Tukdah slopes.

39. The gardens here are now served by the marua shop at ..... and the ..... (Ranyak) outstill. As stated in paragraph 25, I looked on the outstill at ..... unfavourably and abolished it, so there are no complaints from any manager; in fact, Mr. ..... admits "the ..... shop did not affect my coolies much, but it did affect passers-by." He adds:—"I have been so little troubled with drink here that I have not given the subject (of excise) any consideration." The..... manager of.....states:—"In the hills I do not know of any superfluous or unnecessary shops;" and again—"I never see any drunkenness to speak of at the marua shop or in this part of the country."

(4) The Pashok spur.

40. The outstill which supplies the Gielle or Teesta Valley spur is situated about one-third of a mile above Mr.....'s bazar at..... This shop was formerly in the bazar itself, and Mr....., when the acting manager at....., complained against it.

(5) Gielle spur, Rungli Rungliot.

41. The former of the two gentlemen just named, though opposed to liquor traffic, and believing "abolishing outstills in this district would prove beneficial to the people generally," however, says that "in its present site (not its former one) the liquor shop does not give him trouble." Neither the managers of.....or..... raise the slightest objection.

42. Mr. ..... complains that since 1887 there has been an increase of drinking, *i.e.*, drinking in its excessive form, but admits that the ..... outstill in its present site is not unduly prominent. One of his sirdars explained that this increase of drunkenness about 1887 was due to the opening of the ..... shop, where a stronger drink was made, and to obtain which coolies would travel as much as five miles. Personally I think these men may on their return have dropped in at the ..... shop and had another "drop." Mr ..... would like to try the experiment of closing the shops for six months to see what the result would be, though his head sirdar told him in that case two-thirds of his coolies would petition to have them re-opened. Mr....., however, does not seem to have studied the excise question deeply, as he was under the impression that the ..... marua shop had been closed for a long time, thus driving the coolies to the outstill, whereas the fact was the marua shop had only been closed 48 days previous to my coming.

43. The only outstill is that at Mungpoo. The Superintendents have always been opposed to an outstill, and their opposition was in no way softened by the receipt of a letter in 1879 to the effect that "the Board of Revenue have directed that the protests of private persons should not be attended to in the matter of opening shops for the sale of spirits, &c. I (the Deputy Commissioner) need scarcely say that for a Government officer to raise objections of this kind would, *à fortiori*, be condemned."

(6) The Government Cinchona Estate, extending to the water-parting between the Riang and Mahanadi valleys.

44. Mr. Gammie unfortunately has been away on leave, but I have luckily had the opportunity of personally consulting Dr. King and Mr. Pantling (who is acting for Mr. Gammie) on the subject.

45. I think on the whole they are satisfied that an outstill on their vast estate is necessary, though an evil in some degree.

46. The site of the shop has been changed four times at least, and is at present within a 100 yards of the bazar. Both the above gentlemen and the principal sirdars at Mongpoo desire that the shop should be moved further away, and I shall accordingly consult Mr. Gammie on his return regarding a new site.

Bengal —*contd.*

47. I would beg to refer you to Mr. Knyvett's reports for the remaining blocks—

(7) Hopetown
(8) The Duteria slopes
(9) The Nagri slopes — Paragraphs 19 to 25.
(10) The Rungbhung valley — Paragraphs 26 to 33.
(11) The Mim Tumsong slopes
(12) The Ghoom forest, &c. — Paragraphs 34 to 41.
(13) The Chongtong Rishvat spurs — Paragraphs 42 to 49.

48. From the above it will be seen that there is no real objection to the twelve shops now existing in tract No. 1. The only two regarding which doubts have been expressed were the Duteriapool and Mongpoo shops; but, as shewn in paragraph 45, the latter is considered necessary, though the present site may be improved upon. As regards Duteria, paragraphs 19 to 25 of Mr. Knyvett's report show that it cannot be abolished.

49. In the Kurseong sub-division, Mr. Earle has clearly proved that no objection can be sustained against any of the existing outstills except Sepoydhura and Chimney. As regards the former, I would add to the remarks of Mr. Earle in paragraph 16 of his Kurseong report that the shop was started long before there were any tea gardens in the neighbourhood, and the gardens have come to the shop and not the shop to the gardens. The site of this shop has always caused me great anxiety owing to its dangerous proximity to the railway, so that I would gladly welcome its abolition.

50. As regards the Chimney, I am not prepared to accept Mr. Earle's recommendation for its abolition contained in paragraph 2 of his report without further enquiry, as my own enquiries show that this shop may be necessary to supply the wants of Sitong and the neighbourhood. The other three shops, the necessity for the existence of which might be said to be doubtful, are Namsu, Shoirini, and Chunbhati. With respect to Namsu, which has been temporarily closed owing to the upset price not having been obtained at settlement, I would note that on a former occasion when this outstill was temporarily closed, the manager of a neighbouring tea estate asked to have it re-opened. While agreeing with Mr. Earle in paragraph 22 of his report, I am of opinion that it will be advisable to re-open the shop.

51. As regards Shoirini, I would refer you to paragraph 8 of Mr. Earle's report wherein Mr.....admits that coolies have no difficulty in procuring liquor from Nipal as conclusive that this shop should not be closed at present. I quite agree with Mr. Earle in paragraph 13 (*a*) that Choonbhati cannot be closed. I am further given to understand that Mr..... is selecting a site which will satisfy any objections.

52. Of the Terai shops, Pankabari has already been closed, and need not be re-opened.*

*See the end of paragraph 16 of Mr. Earle's Terai report.

53. I quite agree with Mr. Earle and other gentlemen of the Terai that Sirsia is *now* superfluous, and that even its long continuance for more than thirty years does not justify its further existence.

54. Phansidewa I have already recommended should be abolished, as, owing to the removal of the Government officers to Siliguri and the rising importance of Bagdogra, Phansidewa is diminishing in importance.

55. As Mr. Earle's report will show, I do not think any good case has been made out against any of the other shops, and they should be maintained, at all events for the present, though the necessity for the Kuprail and Salbari shops should be carefully watched.

56. It will thus be seen that in the number of the shops Government cannot be said to have gone beyond its proper function of meeting without stimulating the natural demand of the drinking population.

57. With regard to the best position of an outstill, it is impossible in my opinion to lay down any hard-and-fast rule. It is unanimously agreed that the site should be one amenable to easy supervision, but opinions are divided regarding the advisability of holding a shop in a bazar itself or a little way out. In the bazar the advantage of publicity preventing many persons drinking at all or to excess is outweighed by the temptation to conviviality; for sanitary reasons also I should prefer a site a little way removed. In no case, however, should a shop be so situated as to intentionally catch coolies returning from a hât where there is another liquor shop. On the whole I am convinced the wisest course is to decide each site on its merits, when such a course is possible. One gentleman has remarked: "Grog shops cannot be done away with altogether; the great mistake is not to consult responsible European managers as to proper sites." In connection with the above, I would remark that I do not see how the central distillery system can be worked in this district, where communication is difficult and uncertain, and smuggling and illicit distillation so easy. Without further material I cannot, therefore, agree with Mr. Earle's recommendations on this subject.

It may be that a better liquor would be sold under the central distillery system than at present; but I would point out that with all our enquiries, we have up to the present time, although a large number of specimens of liquor has been sent to the Chemical Examiner† for analysis, failed to obtain a single proof of adulteration; all we can say is that many suspect adulteration by tobacco or similar substances, such as ganja and dhutura, inasmuch as in cases the coolies are reported to behave madly in their drunkenness, and because it is said that persons addicted to tobacco-chewing are less easily affected. On the other hand, many say the liquor is good. In any case we may be satisfied that the assertion that the outstill

† The Chemical Examiner in his No. 995A., dated 8th November 1889, and previous letters, states no trace of nicotine or of any poisonous substances can be found in the specimens submitted to him.

Bengal—*contd.* liquor is adulterated with noxious drugs and is a poisonous and venomous compound has not been borne out.

58. Whatever adulteration there may be is suspected to take place after distillation, so that neither sudder distillery liquor nor rum would be safe from similar malpractices.

59. In reference to the introduction of the central distillery system, Mr. Earle seems to consider that the present system does not tax liquor sufficiently. It will be seen that Mr. Knyvett's enquiries (*vide* paragraph 55) point to the exact opposite, and I myself have not heard that liquor is too cheap. It most certainly is not so in comparison with Nipalese, Sikkimese, or Bhutanese spirit. I would further point out that in Mr. Earle's own division he has had great difficulty in obtaining the upset prices for some of his shops: this, in my opinion, clearly shows the vendor's margin of profit is very small: in other words, the maximum tax has been obtained. Even at present prices the infliction of very heavy fines alone has kept down illicit distillation. An attempt to raise the price artificially will only result in increased smuggling and distillation by the would-be purchasers too poor to pay an enhanced rate, or in increased adulteration by the vendors, to enable them to produce a decoction cheap enough to reach the purchasers, and at the same time sufficient to give a profit, or both. This is not a consummation devoutly to be wished.

60. I would, however, call your attention to Mr. Risley's letter No. 179-E., dated $\frac{16th}{20th}$ November 1888, which shows that the introduction of the sudder distillery price would in several instances lower the price of liquor, and to table C, which shows that at present, so far as our figures can be relied on, the duty per imperial gallon throughout the district is Re. 1-4 higher than the highest duty in any other district of this division. Tables D and D^1 contain the only material from which we can arrive at something like an estimate of the actual outturn of liquor, of its average alcoholic strength, and of the average price at which it is sold in proportion to its alcoholic strength. Figures for the years prior to those given do not exist in my office.

61. The tables E, F, I, J, and K attached to this report show that the impressions of the majority of the older planters are that drinking and drunkenness have not increased. Mr. Earle and Mr. Knyvett have carefully analysed the opinions of those who hold opposite views, but for facility of reference I have appended copies of the evidence of all these gentlemen. In paragraph 42 I have referred to Mr.....'s views. Mr..... thinks "that since the opening of the.....shop, there has been more *visible* drunkenness. It may be that formerly they drank their own brew, but the drunkenness is more patent now....., but it is very difficult to decide the point."

62. Speaking from personal experience, I should have thought there was in *reality* less drunkenness than formerly, since it should be borne in mind that the recent agitation has more keenly brought home the question of intemperance to one's notice, and consequently one is more apt to remember a case of drunkenness when seen. But even were it a proved fact that there is more *visible* drunkenness, it does not demonstrate that there is more *real* drinking and drunkenness, still less that our excise administration is to blame. On this subject the evidence of Mr. ..... (paragraph 41 of Mr. Knyvett's report) and of Mr. ..... (paragraph 12 of Mr. Earle's Terai report) is very valuable as showing how prone the people are to get their own drink. Mr. ..... of .....'s experience is the same as that of the former of those two when he says:—

> There is a decrease in drinking. In Mr. Edgar's Deputy Commissionership I started a bazar near the guard; there was then a lot of drinking; it was owing to the Maugwa ryots bringing over illicit drinks.

So Mr. ..... closed his bazar. I have even heard it said that it was impossible to sleep on Sunday nights at Kalimpoong before the Government shop was started, as illicit drink was universally sold, and there was no check or control over the amount consumed.

63. Another gentleman has gone as far as to say it is easier to get spirit in Sikkim than water in many bustees. It must again be remembered that, though the population has largely increased within the last ten years, there has been no proportionate increase in the number of shops, while, on the other hand, the revenue realised has been greater. It is clear, then, that our administration has not been to blame.

64. Though no increase of drinking or drunkenness has been proved, I would still like to deal with the points raised in paragraph 6.

Increased prosperity.

65. I have not the slightest doubt that the coolies here are much more prosperous than in their own country, and more, that the bulk are better off the longer they remain here: that it would, therefore, be possible for them to afford more. What has struck me as most remarkable when examining* *haziri* books is the preponderance of women and children over men. I recollect the time when women were prevented emigrating from Nipal, and were in such demand that in one case which came before me judicially a woman had been enticed away successively from six husbands. Now even in Mongpoo, where women and children cannot find such lucrative employment as on tea gardens, a sirdar admitted that there were coolies who had as many as five wives. These facts seem to indicate increase of prosperity, for the women and children can easily earn sufficient to keep the whole family, thus allowing the men either to loaf or find employment in trading or more profitable engagements.

66. Mr. Earle and Mr. Knyvett have carefully gone into the question of the alleged increasing proportion of labourers unfit to work after the hât day. The *haziri* books certainly

do not prove an *increasing* proportion, while the evidence of most planters shows that any decrease in muster is not due to drink alone. **Bengal**—*contd.*

67. None of the planters that I have examined allege that drink is the sole or even the principal cause; while, further, the anomalies disclosed in the *haziri* books preclude any certain deduction. Thus at Pashok, out of 52 weeks, the day before the hât shewed a greater muster than the day after the hât in 30 cases as against 22, when the muster was less. At Teesta Valley on the three Saturdays in a month on which an advance is made, the muster was usually greater than on the following Monday, while the remaining Saturday's was often less than Monday's muster. I have already noted what Mr..... says at....., where I believe it was once alleged that the drinking on hât days seriously affected Monday's muster. Mr..... has gone over the muster for five years, and finds that in 265 weeks, the Monday's muster of men who, he states, alone drink to any extent, was less than Tuesday's on 161 occasions, equal on 8, and more on 96. He adds that the decrease was not remarkable. At....., some two miles from ....., the muster in 1888 was greater on 22 Mondays, equal on 9, and less on 18 as compared with previous Saturdays; while at ....., some three miles further off, the Monday muster was less on 28 occasions, equal on 7, and greater on 17 than the Saturday's muster. Again, Mr. .....'s (in whose bustee the grog shop actually stands) books show that the muster of 16 Mondays was greater than that of, 5 equal to, and that of 26 less than that of the Saturdays. They also prove that in no case was there any serious decrease. Mr. ..... states in answer to question 34:—

> My *haziri* books cannot be regarded as a test of attendance or absence. They appertain to virtually two separate gardens, *viz.*, (two names). The coolies in the former resort as a rule to the .....bazar on Sunday, and the latter to the ..... bazar on Friday. Some of the coolies in both gardens go to both bazars; consequently the absence and attendance in the *haziri* books pretty nearly equalise themselves and prove nothing. What I complained of most, irrespective of the *haziri* book, is the unfitness for work after market days of those men who go to market, especially after receiving their pay or advances, and this cannot possibly be shown in the *haziri* books.

Cheapness of liquor.

68. As regards this point, there can be no question that outstill liquor is dearer than it used to be, and is very much dearer than the liquor in the neighbouring countries.

Increased facilities.

69. I have shown above that the facilities for obtaining liquor and the number of the shops have hardly increased at all—certainly not out of proportion to the increase of population and gardens.

69 (*a*) With regard to Mr.....'s repeated charge of increased facilities, especially with respect to Darjeeling, I have had prepared the herewith-appended table M. Mr..... states:—

> Formerly in Darjeeling bazar there was only one drinking shop. Now I understand there are at least six shops where all kinds of intoxicating drink are sold, and where the coolies are led by the hand and coaxed to come in and drink as they pass by.

Mr. ..... states he has been connected with the tea industry since 1882. If by the term "formerly" he means seven or eight years ago, his statement is evidently incorrect, as a glance at table M will show.

70. I would point out, with reference to paragraph 8 of the Government letter, that disturbances, quarrels, and crimes have not been shown to have increased, and that few people believe that they been fostered and increased by administrative arrangements.

71. As regards the last sentence of paragraph 5, the recommendations of the Excise Commission in regard to stills and vats have been introduced into this district, so that no further remark seems necessary on the point.

Marua.

72. In July 1866 the Local Government directed that venders of marua beer should in Darjeeling pay for licenses, but that no tax should be levied from the hill people consuming it. For the purposes of this enquiry, it will be sufficient to start from 1869-70, when the marua monopoly was abolished similarly to that of the outstills.

73. I append a statement, table G, shewing the establishment* of shops for the sale of marua technically called "pachwai" by the Board.

* *Vide* our letter No. 193, dated 27th November 1874, referring to Government order No. 4226, dated 17th December 1869.

It will be seen that in 1869-70 there were shops at Darjeeling and Kurseong only established solely for the sale of liquors to travellers, inasmuch as natives of the country could obtain as much marua as they required by home brewing, liquors prepared and used for home consumption not being licensed. In 1873-74 Jorebunglow was added to the above list, and it was not until 1881-82 that shops began to be multiplied, for Ging and Singmari are places within Darjeeling Municipality, and Lepcha Jagat was only open for one year. At this time, too, there was a limit of 12 seers imposed upon the possession of marua,† although Mr. Wace, the then Deputy Commissioner, strongly objected to any such restriction. These orders were confirmed on the 31st January 1887 by Board's No. 11 B. (Excise), dated 11th January 1887.

† *Vide* No. 80 R.E., dated 9th August 1881, and subsequent correspondence.

74. By Circular No. 3, dated November 1888, the Board further reduced the limit to four seers. This unfortunately occurred during my absence with the Sikkim expedition, and

Bengal —*contd.*

thus was put into public circulation without protest. The evidence of many planters shows that this cruel restriction has driven their coolies to the outstills, and thus conduced to intemperance. The evil effects are also felt in another way. A note by Rajah Tendook appended, paragraph 9 of Mr. Earle's Kurseong and Terai reports, and a petition from the Bhutias and Lepchas of Darjeeling, dated 19th June 1885, fully explain the process of manufacture. When freshly fermented, the beverage is not only harmless, but wholesome and strengthening. In proportion as the process of fermentation is prolonged, the greater is the alcoholic strength and consequent unwholesomeness. It will be seen, therefore, that this restriction tends to encourage people to keep the marua longer in order to make up by strength the difficulty of manufacturing a small quantity. This is the other evil I have referred to above. Rajah Tendook points out that, unless a considerable quantity of grain (15 seer at least) is fermented at one time, fermentation as distinguished from decay cannot proceed naturally, but artificial heat is required. This is next to impossible in a poor Lepcha's hut, and in any case entails an uncalled-for labour and expense. It is, therefore, obvious that the present four seers' limit is absolutely prohibitive. Believing, as I do, that the use of marua in supersession of outstil liquor is to be encouraged, I would strongly recommend the raising of the limit of possession of fermented marua and other similar grains to 20 seers, so as to allow a small margin over the minimum mentioned by Rajah Tendook and for roundness of figures. Of course the sale of such marua for the purposes of profit even in the smallest quantity would be severely punished. This concession would obviate the necessity for the sale of books of marua passes to planters mentioned by Mr. Earle in paragraph 20 of his Terai report.

75. Should this recommendation be adopted, I think that no radical change of our outstill system beyond the reduction of the shops mentioned in the body of this report is required. The comparatively free possession of a wholesome stimulant in their own homes will keep the poorer classes generally away from the outstill shops, and thus reduce consumption to the probable increase in the price paid by the more well-to-do, who desire a stronger spirit. No doubt such a concession will result in a considerable loss of revenue and the closure of some shops, but this is a matter which Government have ruled should not be taken into consideration. I would, however, suggest that the hour of closing be sunset, as recommended by Mr. Earle.

76. I would wish to call attention to the number of licenses for the sale of imported liquor apart from rum (table H). There is little doubt that the more well-to-do natives resort occasionally to these shops. The so-called brandy and other European spirits sold is so cheap that I cannot have a high opinion of it. **It is a matter for consideration whether the concession allowed to this district of sale by the glass to be drunk on the premises should not be withdrawn.***

* *Vide* paragraph 59 of Mr. Knyvett's report and paragraph 14 of Mr. Earle's Kurseong report.

77. Whatever modifications or restrictions may be adopted in our present system, it is very advisable to remedy what has been the great blot in our administration—the want of supervision over the liquor shops on bazar days. This point has been noted by Mr. Earle at the end of paragraph 20 of his Terai report. If we had had the staff to control excessive sales to individuals, many of the complants that have been made of drinking and drunkenness would never have been heard of. Our staff consists of one Assessor-Inspector, one Sub-Inspector, and one Darogha, who, it is obvious, cannot do any real good in the way of supervision. More officers are therefore required. Should this suggestion be entertained, I would send the usual proposition statement for at least four more Sub-Inspectors or Darogahs.

78. I cannot conclude this report without tendering may best thanks for the very great assistance that Mr. Earle and Mr. Knyvett have given me in this enquiry. Owing to political business I had to be absent for some time, so that on these gentlemen fell the brunt of the work. Their reports show with what zeal and ability they prosecuted their enquiries.

79. In conclusion, I beg to acknowledge the courtesy and ungrudged assistance rendered to myself and officers by every planter in the district, even though the calls made upon them and their establishments were made at a most inopportune season of the year, when their time was fully occupied on their own gardens. We cannot be too grateful to them for lightening what might otherwise have been a troublesome and unpleasant task.

Dated 19th June, 1885.

To the Deputy Commissioner of Darjeeling.

The humble memorial of the undersigned Bhutia and Lepcha residents of Bhutia bustee in Darjeeling—

MOST RESPECTFULLY AND HUMBLY SHEWETH—1. That your memorialists beg to bring to your worship's kind notice that now-a-days prosecutions for possession of marua and rice pachwai are of very frequent occurrence among the Bhutia and Lepcha residents of Bhutia bustee, and your memorialists are put to very great inconvenience and trouble owing to the uncertainty of the law on the subject.

2. That formerly there were no restrictions placed over the use of marua and pachwai for home consumption, but at the time of the Deputy Commissioner, Mr. R. M. Waller, some prosecutions having been made, a reference was made, your memorialists believe, to the High Court or to the Board of Revenue, and from that time no interference was made to the home consumption of marua and pachwai.

3 That again during your worship's predecessor's incumbency, the question of home brewing of marua and pachwai arose, and your memorialists understand that it was specially ruled that the limit of possession of marua or pachwai would extend to 20 seers from 4 seers, which was the limit prescribed by rule 11 of Section XV of the Excise Rules of the Board of Revenue. **Bengal** —*contd.*

4. That the words of the said rule are "no *person* is allowed to have in his possession more than * * *", and now the whole question turns on whether the limit of possession applies to *one person only?* or to *one house or family?* Your memorialists humbly beg to submit that the limit intended is for each person individually, and not for each family, and any contrary view is not only untenable on grounds of reason, but will be ruinous to your memorialists, as will appear from, amongst others, the following grounds:—

(*a*) That your memorialists, for the preservation of their health, do not drink water, but drink tea, marua, and pachwai; the rich amongst them only can afford to take tea, as tea is very costly, and the mass of the Bhutia and Lepcha residents in Darjeeling take marua or pachwai, or both, and they cannot without serious detriment to their health do without them;

(*b*) that in summer and in the rains, marua is prepared fit for drinking in seven to eight days, and in winter from 12 to 13 days, and pachwai takes a shorter time to prepare, namely, from about five to six days in summer and rains, and seven to eight days in winter; thus it will appear that neither marua nor pachwai can be made in less than five or six days at the least, and it is entirely out of the question that they can be made every day;

(*c*) that an able-bodied man amongst your petitioners requires from two to three seers, if not more, of pachwai and from two to three chongas of marua (one chonga being a little more than a seer) for daily comsumption in the morning and in the evening. Women take nearly the same quantity, might be a trifle less, and children, too, take according to ages; but certain it is that man, woman, or child—every one in a family of Bhutias or Lepchas—will take marua or pachwai every day, both morning and evening, otherwise they cannot thrive, as the other foods which they take are very unsubstantial and coarse;

(*d*) that if the above be the true state of affairs, and the truth of which can be easily tested, then it follows that in a family where there are six to ten members, the daily consumption of marua and pachwai will range from 12 to 20 seers, and thus if the limit of 12 or 20 seers be enforced for any such family, then for every day they drink they will not have anything to drink for the next week or so (for the simple reason that they won't be able to prepare either marua or pachwai in less than that time)—which can never be, as your memorialists will suffer seriously in their health; marua and pachwai being amongst their most common necessaries of life;

(*e*) that it follows also if a family or a house consists of only one member, he can keep 20 seers for himself alone; and if of two, then 10 seers each; if of 20, then of one seer each; thus simply because there are more individuals in one family there, the less will be the quantity each will be allowed to possess. This can never be the intention of the Legislature, which should give each person permission to keep or drink a fixed given quantity; and

(*f*) that thus from the above it will appear that the natural interpretation of the limit should be to individual possession and not to possession by several in one family; and thus the question of possession of marua or pachwai in each case should be considered with the number of individuals living together in a family or in a house.

5. That Government have been very kind to your poor memorialists, and the benign intentions of Government can be gathered from the orders that your memorialists understand were issued in your worship's predecessor's time, that in case the limit of 20 seers be exceeded for marua and pachwai, or over one maund in case of imported foreign exciseable articles, or if there be proof of illicit sale of marua or pachwai, then after report to the Deputy Commissioner permission would have to be obtained for a prosecution; but now-a-days your petitioners understand that search is made of your memorialists' houses or the houses of some amongst them, and thus in fact prosecution begun before the permission from your worship is obtained, and which permission may not be given in many cases if the same is applied for at the beginning.

7. That also now-a-days in the police prosecutions for possession and sale of marua and pachwai, a few witnesses are got up to prove sale (and it is so very easy to get up such witnesses when hostilities exist amongst the Bhutias and Lepchas); but the sales are not in many cases held proved, but for possession your memorialists, or some amongst them, are being heavily fined; and not only this, but in cases handled by the police your memorialists meet with a good deal of unnecessary harassment.

8. That before this, or even now when the excise officers detected and detect real and genuine cases of illegal manufacture and sale of exciseable articles, your memorialists did not and do not complain, and it will be very desirable that where there are specially appointed officers of excise in the district excise investigations would be made by such officers only, and then your memorialists will get far better treatment than what they receive from the police at present.

Bengal —*contd.*

9. That under the circumstances your petitioner-memorialists humbly pray that your worship may be kindly pleased to pass just and proper orders on this memorial, by which your memorialists will be saved from ruin, and thus an everlasting boon may be conferred on your worship's memorialists.

And your memorialists, as in duty bound, shall ever pray.

GOROCK MANDAL,
and 44 others.

Note by RAJA TENDOOK PULGER, Manager of Government Estates, dated 31st July, 1889.

Process under which marua is prepared.

Marua seeds, wheat, pafar seed, bhutta and other seeds are at first husked a little by means of wooden pestle and mortar, after which the seeds are washed in cold water and then boiled; when this is done, the seeds are mixed with a certain ingredient, as described later on and spread over some leaves on a floor, and thus kept for three days. After this process is over, these seeds are collected in a basket with leaves over them, and kept for seven days near a fireplace, after which the marua becomes ready for consumption.

Marua from the above seeds cannot be prepared below 15 seers; if any body tries to do so, the marua is not manufactured well. In the event of marua being not prepared well, the materials from which marua is prepared can be utilised by making rukshi out of the same. Good rukshi cannot even be distilled from those spoiled materials of marua. Though good rukshi cannot be made out of those spoiled materials of marua, yet people distil rukshi from the same; otherwise the spoiled marua materials become a dead loss.

Marua from rice.

After the rice has been washed in cold water and boiled, it is mixed with a certain ingredient as stated before, and spread on the floor of a room and kept for two days. When the is done, the marua is kept in a *hundee*, and thus it remains two days undisturbed, after which it is fit for consumption. If the rice marua is not done well, rukshi can be made out of the same. There is no proportion for the ingredient which is mixed with the marua. People give it to the marua *andaji*, *i.e.*, according to their own wishes.

Marua is indispensably necessary for the following occasions, *viz.*:—

(1) People must take marua so long as they live.
(2) Marua is given to friends and relatives after the death of a man.
(3) Marua is given after a child is born.
(4) It is used as a medicine.
(5) Marua is given for reception.
(6) When coolies are engaged for any work by any man, marua is given to them: in short, marua is needed for all works, &c.

Marua from marua seeds, if well prepared, can be kept for three months together, after which it is spoiled.

Marua from wheat, if properly prepared, can be kept for 15 days, after which it is spoiled.

Marua from pafar seeds, if properly prepared, can be kept for 15 days, after which it is spoiled.

Marua from bhutta, if properly prepared, can be kept for five days, after which it is spoiled.

Marua from rice, if properly prepared, can be kept for five days, after which it is spoiled.

Marua from other seeds is the same as above.

In my opinion hill men, rich or poor, old and young, must require marua, without which they cannot live. The ryots cultivate land simply for their daily bread and marua; and as this is something like a staple food of the hill men, it is desirable that Government will kindly pass a favourable order in this respect after full enquiry.

I see no harm if free concession is given to the hill men for brewing marua for home consumption only.

Government may keep outstill shops in large bazars if they think it necessary, but poor men cannot afford to drink outstill liquor, which is much expensive.

Marua in small quantity, *i.e.*, less than 15 seers, cannot be prepared. The 4-seer rule has been very hard upon the poor class of people, who, as a matter of course, live very uncomfortably for want of marua, because marua in four seers cannot be prepared, as stated above, and so the poor men cannot prepare maruas now-a-days. Cultivators, who have all along drunk marua when thirsty, now drink water in its stead to their great discomfort, and for this reason they get sickly.

Ingredients for marua.

Sikkim rice-attah, raw chilly, ginger, phandamshing, a kind of grass, and khaksoo, a kind of small plant, are first made into powder and then mixed and then made into cakes, which are kept in a covered basket for three days, and then exposed to the sun or air for dryage. There s no proportion as to the quantity of this cake, which is mixed with the marua; it is given according to the wishes of the manufacturer.

Rice-attah for making paste; raw chilly for making marua strong; ginger for making good smell; phandamsing for sweetening the marua; khaksoo for bittering the marua. **Bengal** —*contd.*

These things are mixed with the marua without proportion.

Bhutia	name of marua	Chhang.
Lepcha	ditto	Chee.
Limbu	ditto	Thee.
Paharia	ditto	Jar.
Hindi	ditto	Marua.

Dated 27th October, 1889.

From—A. V. KNYVETT, Esq., District Superintendent of Police, Darjeeling,
To—The Deputy Commissioner of Darjeeling.

In accordance with your verbal instructions, I have made certain enquiries on the subject of the Government letter (Excise No. 506-T. F.), and beg to submit the results in the following report.

2. The statements A, B, C, D, E, which I enclose, contain the facts on which this report is based. The area embraced in my enquiry may be sub-divided into nine blocks, *viz.*:—

	Outstills.
1. (1) (*a*) The Soom Tukvar Spur	Darjeeling.
(*b*) Barnesbeg and Singla	Singla.
2. (2) The Lebong Ging Spur	Darjeeling.
3. (7) Hopetown	Sonada.
4. (8) The Duteria and neighbouring slopes	Duteria.
5. (9) The Nagri slopes	Darjeeling.
6. (10) Rungbhong Valley	Rungbhong.
7. (11) The Mim Tumsong slopes	Dangia Bazar.
8. (12) The Ghoom Forest and the main road to Nipal	Jorepokri.
9. (13) The Chongtong Rishihat Spurs	Pul Bazar.

Each of which may conveniently be dealt with by itself as being affected by circumstances peculiar to it, and containing one or more outstills from which its liquor is chiefly, if not entirely, drawn.

Block No. (1)(*a*)—The Soom Tukvar Spur, and Block No. 2—The Lebong Sing Spur.

3. No. 1 derives its liquor supply from Darjeeling. The evidence of the following persons living within the block has been recorded:—

[Eight names.]

Their joint labour force amounts to close on 6,600 coolies, and the population in their coolie lines to close on 12,000 souls. It is composed entirely of Nipalese, all of whom, with the exception of a very few Chetris and Brahmans, belong to the drinking classes. It will be seen that this is a most important block, both on account of its geographical position, the unusually large labour force it contains, and the social standing and experience of the managers who speak of it.

Drinking and drunkenness.

4. Of the eight gentlemen examined, all are unanimous that drinking and drunkenness have not increased; while the oldest planters [four names] go further and state that drinking and drunkenness have decreased.

Facilities.

5. Mr. ..... alone thinks facilities for drinking have increased, but it must be noted that he is comparing present facilities with the state of things existing 35 years ago.

The other seven managers are of opinion that facilities have not increased, and three of them—Messrs. ....., referring to the abolition of the.....marua shop, state that facilities have actually decreased.

Objectionable sites.

6. None.

Adulteration.

7. None. They do not consider the liquor sold at the outstill to be unwholesome.

Short musters after hât days.

8. Messrs. [five names] say they have no complaint on this score, while Mr. ..... ascribes his short musters to overeating, fatigue, and drink, and Mr. .....to overeating rather than drink. Mr. ..... says:—

I am distinctly of opinion that any diminution of muster after hât days is not necessarily due to drinking. There are a variety of causes: in any case we do not suffer, as we can send into the lines and bring recusants out. I cannot think of a single occasion in all my experience in which I have gone into the lines and found a coolie incapacitated from work through drink.

Smuggling and illicit distillation.

9. Mr. ..... thinks illicit distillation still goes on. The other gentlemen know of none.

Excise system.

10. All eight are unanimous in upholding the present system.

Block 1 (*b*)—Barnesbeg and Singla.

11. The outstill at.....supplies this block.

[Three names.]

Labour force	1,400
Population	3,700

Bengal —*contd.*

The facts illicited in this block are also most instructive as showing how a demand for liquor near the Sikkim frontier has attracted a large supply of cheap Sikkim liquor and led to smuggling.

Drinking and drunkenness.

12. Messrs [two names] think there has been an increase.* Mr.....has not noticed any increase.

* But see paragraph 13.

13. Messrs. ..... consider that facilities have increased owing to an outstill having been established at ..... and to *two liquor shops started in Sikkim just over the boundary*—one at ..... the other opposite ..... on the left bank of the Rungeet.

14. Messrs. [two names] consider ..... objectionable owing to its proximity to the labour force, but consider the Sikkim shops more objectionable still, as they sell liquor at a cheaper rate than what is charged at the Government outstill.

Adulteration.

15. None.

Short musters.

16. Are attributed not to drink only, but to overfatigue and general disinclination to work after market day.

17. Mr.....mentions a recent case of illicit distillation, and says there is smuggling of liquor from Sikkim. He would like Government to restrict the supply of cheap liquor obtainable from the two liquor shops in Sikkim.

Smuggling and illicit distillation.

The other gentlemen depose to there being considerable smuggling of Sikkim liquor into their gardens.

Excise system.

18. Mr. ..... says:—

I think the Government excise system has stimulated the drinking instincts of the people in the *cheapening of liquor and the increased supply*. But I acknowledge that in a frontier district like this the question is a very difficult one.

As regards the tax on liquor, *he thinks it is sufficiently high*.

Mr.....sees the impossibility of raising the price of Government liquor at ..... as long as the two shops in Sikkim are existent.

7. Hopetown.
8. The Duteria and neighbouring slopes.
9. The Nagri slopes.

19. Has two outstills from which its liquor is supplied, *viz.*, ... and the .....

The following Managers of tea gardens have been examined:—

[Six names.]

Joint labour force 2,660
Population ... ... 4,500 Nipalese.

All coolies belong, with few exceptions, to the drinking classes.

Drinking and drunkenness.

20. Messrs. [four names] are of opinion that there is no increase in drinking or drunkenness, while the two last named go further and think there is a decrease. Mr. .....*, adds:—"I can recall only five or six instances of drunkenness in the last four or five years." Messrs. [three names] speak to an increase in both.

Increased facilities.

21. Adverting to the establishment of the ..... outstill, Messrs. [three names] consider that facilities have increased and the site is objectionable. All three protested against the outstill being established there. Mr..... says:—"Facilities have *decreased* owing to the *smuggling of Nipal liquor* having been partially checked."

Adulteration.

22. Mr. ..... suspects adulteration by tobacco, and Mr. ..... adulteration of some nature or other, but have no facts to give or any hearsay evidence to refer me to. The others have no knowledge of adulteration.

Short musters.

23. Messrs. [three names] say their musters are not materially affected. Mr. ..... attributes his partly to drink and partly to fatigue after long journeys; Mr. ..... to bad roads and fatigue, and not to drink; Mr. ..... to drink. On going into figures with Mr. ....., the last named, I found that his Saturday muster (the muster before hât day) was always the largest in the week. The average falling off of coolies calculated on figures for 25 days selected at random was exactly 12 persons or 8 per cent. of his muster, and that about 60 per cent. of the absentees were women and children who, these gentlemen told me, did not drink.

This conclusively shows that he had been misled, and formed an entirely erroneous opinion as to the cause of his short musters after hât days.

Illicit distillation and smuggling.

24. Messrs. [two names] say there is no illicit distillation or smuggling, while the other four gentlemen think there is. Mr. ..... ought to be able to give an opinion on this point.

The ..... outstill to which he objects was established with a view to checking the sale of Nipal liquor and illicit distillation, and the necessity of the measure has been amply emphasized by the number of cases of illicit distillation which from year to year, even up to within a few days ago, have been brought home to his own coolies. There have been ten such

cases in all—seven between 1882 and 1889, and three in 1889. It would seem, therefore, that in the systematic illicit distillation at ..... is to be found some explanation of the increased drinking and drunkenness and the increased facilities for drink of which Mr. ..... speaks. **Bengal** —*contd.*

Excise system.

25. All but Messrs. [two names] think the present system a good and preventive one. The former thinks there are too many outstills, and would have four only for the hills—

(1) At Darjeeling.
(2) „ Sonada.
(3) At Kurseong.
(4) „ Tindharia.

Mr. .....'s views on the whole question are appended.

Block No. 10—(10) Rungbhong Valley.

26. There is only one outstill, *viz.*, that at ..... which supplies liquor to the gardens and villagers on the Nagri spur and Mirik slopes. This block is on the Nipal frontier, and the evidence collected on it is particularly interesting and instructive.

The following Managers were examined:—

[Five names.]

The Nipalese labour amounts to 1,340 and the population to 2,170 souls.

Drinking and drunkenness.

27. Messrs. [two names] say there is no increase. Messrs. [two names] think there is less drinking and drunkenness than there used to be, and Mr. ..... speaks of a slight increase which he attributes entirely to smuggled Nipalese spirits. On this point I will furnish details further on.

Facilities.

28. Mr. ..... mentions ..... as a new shop (it was established in 1879-80), but agrees with the other four witnesses in attributing excessive drinking and drunkenness to smuggled Nipalese liquor, which is obtainable in any quantity along the frontier boundary line at a fourth of the price at which the ..... liquor is sold, and actually finds its way to the hâts and coolie lines.

Objectionable sites.

29. None.

Adulteration.

30. Mr. ..... says he has heard of tobacco and dhatura being used, but could give me no data on which an enquiry could be based, and I do not think the statement is of much weight.

Mr. ..... suspects "doctoring," but cannot refer me to any source of information.

The other gentlemen think the liquor sold at the outstills is good and wholesome.

Absence after hât days.

31. Messrs. [four names] say that their musters are not apparently affected by drinking and drunkenness.

Mr. ..... attributes his short musters to other causes than drink. He says:—

If there was no drink, there would still be short musters on Mondays.

Smuggling and illicit distillation.

32. The evidence of these gentlemen as to smuggling of Nipalese liquor is noteworthy, and I shall quote the more important passages:—

Mr. .....—

The facilities (for obtaining liquor) in this neighbourhood are exceptional by reason of the proximity of the Nipal frontier. A good deal of liquor is undoubtedly smuggled in, especially on market days.

Mr. .....—

I am told that Nipalese liquor is procurable at two places close to ..... One of these places is ....; the other at ....

If the Government supply was stopped at ....., my men would procure liquor from Nipal.

Mr.....—

The fact is the Nipalese and Bhutias smuggle in liquor from Nipal in very large quantities. This liquor sells at two annas a bottle, and is what goes to make people drunk. *My coolies get their drink from .....,* and do not frequent the ..... outstill.*

* *N.B.*—There is no outstill at this place.

If Government shops were closed, the people would resort to illicit distillation and smuggling.

The Nipal boundary would be lined with liquor shops.

It is the cheap Nipalese liquor which is at the root of all the drunkenness in the frontier gardens and villages from ....

Mr......—

A considerable amount of Nipalese liquor is smuggled down within reach of the garden coolies in this valley.

If the Government supplies were cut off from the people there would be increased smuggling owing to the Nipal frontier being so close.

Mr......—

My coolies get some liquor at ....., some at ..... and some, I believe, drink smuggled Nipalese liquor, besides bringing what they can get in Nipal.

I have repeatedly written to the Governor of Nipal asking him to stop the sale of liquor at .....

I am positive that a good deal of smuggled liquor is still sold round about the bazars.

The Nipalese boundary is 2½ miles from me, and on the other side of it there is any amount of liquor obtainable at two annas a bottle and *on credit*.

Excise system.

33. All are in favour of the Government system.

Bengal —*contd.*

Blocks Nos. 11 and 12—
11. Mim Tumsong slope, and
12. The Ghoom Forest.

34. The outstills at ..... and ..... lie within these blocks.

[Two names.]

Labour force	... 1,200
Population	about 2,000

35. Mr. ..... thinks that drinking amongst his coolies has increased, but not amongst the general public. Mr. ..... says there is *less drinking now than formerly*. I quote his words :—

Drinking and drunkenness.

Eight or ten years ago the coolies drank liquor which was either made by themselves or smuggled.
In 1873 I started a market place down by the river; but owing to the drunkenness which sprung up my brother and I closed it. *There was no Government outstill at ..... then; consequently the men drank cheap smuggled liquor.*

36. Mr. ..... says that although the ..... outstill is a recent addition to the shops, he does not think it has increased facilities for drink. Mr. ..... thinks facilities have increased, especially in the way of smuggled liquor.

Facilities.

37. Mr. ..... has no objection to any of the sites. Mr. ..... thinks ..... (block No. 8) objectionable.

Objectionable sites.

38. Mr. ..... says he has heard of ginger and plantain root being used to flavour the liquor; but neither he nor Mr. ..... have any personal knowledge on this point.

Adulteration.

39. Neither gentlemen attribute their falling off in the musters after hât days to drink. They put it down to other causes, chiefly to fatigue.

Absence after hât days.

40. Mr. ..... says—

Smuggling and illicit distillation.

There have been two or three cases of illicit distillation on my garden, and I know that Nipalese liquor is smuggled in.

Mr. ..... says—

Cases have occurred on all the neighbouring gardens and my own, which show that illicit distillation still goes on.

Smuggling has decreased certainly, but illicit distillation I am doubtful of.
Before the outstill system was introduced, every one brewed and drank as much as he chose.

41. Mr. ..... thinks it would be *unwise* to do away with the outstill system.

Excise system.

Mr..... says—

It has controlled and checked excessive drinking and drunkenness.

And, again, if the Government control was withdrawn—

Everyone would distill his own liquor. We should go back to the state of things which existed ten years ago, only on a larger scale.
Before the Government outstills were started, there was so much drunkenness that it was objectionable to walk out of my garden premises. I think the system is admirably suited to this district. The outstill tends to keep down smuggling and illicit distillation.

Block No. 13—(three names).

42. The ..... outstill furnishes liquor to the (five names) *gardens.*

I have already, in dealing with block 1 (*a*), quoted the evidence of the managers of..... ....., and in treating of block 11, cited that of the manager of ..... on the general question of drinking and drunkenness. It is here necessary only to state that they raise no objections of any kind to the ..... outstill.
The other managers concerned with this outstill are—

[Two names.]

Mr. .....'s evidence is particularly valuable, because there is not in the whole district a European who knows the hillman and his language, habits, and customs so well as he does.

Labour force	... 900
Population	... 1,700 to 1,800.

Drinking and drunkenness.

43. All five gentlemen agree that drinking and drunkenness amongst coolies have *not* increased in this block. Mr..... adds—

I have only seen two cases of drunkenness during the two-and-a-half years I have been in this garden.

Mr. ..... says—

I see perhaps a man drunk about once in the year, if as often.
There is not as much drunkenness now as there was two years ago. I am certain of this.

Bengal —*contd.*

Facilities.

44. There is no complaint in this block of increased facilities.

Objectionable sites.

45. None.

Adulteration.

46. No complaints.

Short musters.

47. No complaints.

Mr. ..... says—

The largest musters are on Saturdays; the smallest on Mondays. Sunday is the hât day. The reason of this is that Saturdays are my *advance* days; on Mondays men and women are tired, and do not turn out. I have heard it asserted that *drink* has to do with this. *I know it has not.* It is due to no reason other than the one I have given.

Smuggling and illicit distillation.

48. Mr. ..... says—

Yes; there is smuggling and illicit distillation. Liquor is smuggled in from ..... (Nipal) and I have known it come from ..... (Sikkim). They get it at one anna six pies and two annas a bottle. *They can get as much as they like and whenever they like.*

Excise system.

49. All are in favour of it.

Mr. ..... says—

The system has tended *to suppress excessive drinking and drunkenness.*
If the price of the Government liquor was raised, it would stimulate smuggling and illicit distillation.

50. Having given the substance of the evidence recorded for each block under each head of enquiry, I will now proceed to apply it to the points noticed in paragraphs 5, 6, 7, and 8 of Mr. Cuthbertson's letter.

51. Excluding the population of the town area, which consists of the usual heterogeneous mixture of all creeds and castes, the rural population of the Darjeeling district consists, roughly speaking, of Nipalese, Bhutias, and Lepchas. With the exception of a very small sprinkling of Brahmans and Chetris amongst the Nipalese, who are non-drinkers, all the remainder, about 80 to 90 per cent., belong to the drinking classes, that is to say, the habit of using spirituous and fermented liquor is hereditary in them and indulged in on all pretexts and occasions. The free use of intoxicants is, in fact, a necessary accompaniment of every important event in a hillman's life. In his own country, either Nipal, Sikkim, or Bhutan, from whose traditions and influences he is not far removed, liquor is brewed in every homestead, and its use is unrestricted and universal.

Characteristics of the population.

52. Every witness I have examined on this point, whether European or Native, has said the same thing. The hillman *must* and *will* have his liquor, and he will obtain it by fair means or foul. There is thus a demand—and a very strong demand—for liquor which must be satisfied; and the next question is,—Has this demand been stimulated by the Government system?

53. It is clearly brought out in my enquiry that *prosperity* has generally increased. This is specially the case with regard to the labour force employed in the tea industry.

It is also known that the population has increased enormously.

As regards *facilities for obtaining drink*, we have accurate figures (given elsewhere) and the opinions of the leading planters of the district to show that facilities have not increased, except in blocks 2 and 13; that they have decreased in block 1; and that nowhere have they increased in proportion to the increase of population and prosperity.

54. Given these facts, we have eighteen of the leading planters in Darjeeling stating that drinking and drunkenness have *not increased*, while ten of them testify to a positive *decrease.* I give the names of these gentlemen in the margin.*

(*Eighteen names.)

Seven managers say drinking and drunkenness have increased. These are Messrs. ....

Mr. ....., however, blames not the Government system, but smuggled Nipalese liquor, while [three names] are on the frontier and similarly affected by smuggling. This leaves us with three real complainants, *viz.*, Messrs. .....

As regards Mr. ....., I am positive he has to thank *illicit distillation* and *smuggling* for any increased drunkenness in his garden.

Mr. ..... I have shown to have been wrong on the muster question; and as his conclusions on the question of drinking are at variance with those come to by Messrs. [two names], his immediate neighbours, I cannot help thinking he is mistaken here too.

Mr. ..... says there is a notable increase in drinking and drunkenness, but *does not think his muster is affected by it.*

The weight of evidence is thus very decidedly in favour of the Government administration of the outstill system, showing that not only have drinking and drunkenness not relatively increased with the growth of prosperity and population, but that there is, if anything, an *actual decrease.*

55. The general opinion is that liquor has been taxed sufficiently heavily—indeed, some consider too heavily. Mr. ....., who is the best authority in the district on all matters

The price of outstill liquor.

Bengal —*contd.* connected with the hill people, says that it is only his *sirdars* and *munshis* who can drink Government liquor. His coolies cannot afford it, and drink *home-brewed* or *smuggled liquor*.

As a matter of fact, this question of the price of liquor is of the utmost importance, and deserves, and seems to me to have received, very careful consideration. Lower the price, and you increase drunkenness; raise it, and you induce illicit distillation and smuggling, and therefore also increase drunkenness. The happy medium seems to have been reached. If there is any error, it is on the side of too high and not too low a tax.

56. In the Appendices A and B will be found statistics under these two heads. Of course these figures represent *detected cases only*. What the actual state of things is may well be inferred from the facilities afforded by the mountainous jungly nature of the country, the nature and habits of the people, and the inducement to deal in contraband liquor afforded by the market difference in prices between the taxed and untaxed liquor.

Illicit distillation and smuggling.

Darjeeling has Nipal, Sikkim, and Bhutan on its frontier, and in the Appendix E and map (1 inch to a mile) will be found a list of foreign outstills which pour liquor into the district at from ¼ to ½ the rates at which it is obtainable from the Government outstills. Make the *price* of the outstill liquor prohibitive, or unduly restrict the supply at those places, and, as Mr. ..... and others have said, you will have the frontier *lined with liquor shops*, and such an increase of drinking and drunkenness as in its worst days Darjeeling never saw.

Adulteration.

57. I have obtained no proof or even reliable information that the outstill liquor is adulterated.

Pachwai.

58. This is a harmless—nay, wholesome—beverage, and the weight of opinion is strongly in favour of a relaxation of the present limit of 4 seers, and of allowing families to brew up to 12 seers as before.

There is no question that its alcoholic strength is enhanced by prolonged fermentation, and it is by no means impossible to get intoxicated from a sufficiently large allowance. But it is wholesome, fattening, and said to be meat and drink when used in moderation.

59. To sum up, I find that in the rural tracts of the district visited by me, and as regards the tea industry lying in that area, the applicability of the Government outstill system to the peculiar circumstances of the district is fully vindicated. There is, if anything, an actual decrease in drinking and drunkenness, this being due to the check imposed on excessive drinking, illicit distillation, and smuggling.

60. As regards the Darjeeling town, a different state of things exists. **There is not only the outstill supply of country liquor, but the imported liquor shops from which the existing needs of the people are served.**

I have examined two of the oldest residents in Darjeeling on the question as far as it relates to the town.

Mr. ..... speaks as follows:—

More drink is consumed now than formerly. Where there were 10 men before, there are now 100. This is the reason. Drinking has principally increased amongst the Bhutias and the Nipalese in the town, but not *amongst the latter in the rural tracts of the district*. I attribute this not to the country liquor, but to the imported liquor shops. There is certainly more drunkenness, but for the same reasons, *viz.*, increase of population and increased prosperity. I have noticed it amongst Bhutias and the Nipalese servant class. I attribute this to the fact that they are overpaid and underworked. Drunkenness in the town is more apparent now owing to the licensees permitting drinking on the premises. The natives *will* have liquor, and any restriction on the Government supply of liquor will conduce to illicit distillation and smuggling. Every nation has its home liquor. The Nipalese, Lepchas, and Bhutias are hereditary drinkers. They drink at all festivals and domestic events, and have always done so. I have been in the Darjeeling district since 1860, and have had experience in tea and trade, and mixed freely with the people. I am certain of this that liquor is not sold at more places now than it was 30 years ago. There were numbers of illicit stills on those days for which Government shops have now been substituted.

Mr. ....., another well-known gentleman, whose acquaintance with Darjeeling dates back to 1856, says:—

I think there is more drinking and drunkenness amongst the Bhutias, Lepchas, and others in the bazaar on Sundays, *chiefly in the imported liquor shops*. The Bhutia porters and dandiwallas are overpaid and underworked, and this is really at the bottom of much of the drunkenness in the bazar.

61. In Appendix C are the figures showing the number of cases in which persons have been punished for drunkenness in Darjeeling from 1879 to 1888. It will be seen that there was a decided increase in the years 1883 and 1884, for which a good reason can be ascribed. In 1886-87 and 1888 the number is less than in 1880, and very little over the figures for 1881 and 1882; so that, as far as these statistics go, there has been no appreciable increase in cases of drunkenness.

No. 70-E., dated 8th/16th October, 1889.

From—A. EARLE, Esq., Covenanted Deputy Collector, Kurseong.

To—The Deputy Commissioner, Darjeeling.

In accordance with your verbal order, I have the honour to submit herewith a report upon the questions raised in Government letter No. 506-T. F. (Financial Department), dated 25th June 1889, upon the same lines as that already sent in for the Terai.

Bengal —*contd.*

1. I would preface by saying that there are many points touched upon in that report which it would be needless to repeat in this. For example, I have there explained that the statistics, by reference to which we are called upon to answer paragraph 5 of the Government letter, are quite unreliable. I have also at the end of that report made some suggestions on miscellaneous excise matters, which apply equally to Kurseong as to the Terai. Upon these points I shall not further comment unless the evidence adduced in the Kurseong jurisdiction renders notice necessary.

2. With reference to paragraph 5 of the Government letter, a glance at table A will show that shops in the Kurseong jurisdiction have decreased in number during the last ten years. In 1878-79 there were nine shops, of which five were old and four newly opened that year. It is difficult to understand why Murma (Baikul) was opened, for Namsu, a site in a large bazar, was in existence at the time, and only 1½ miles off. Both this site and Nahore, opened in the following year, were doomed to speedy closure, presumably on account of their proximity to this important centre. The opening in this year of Ghoomti, a rising bazar, was to be followed in the next by the closure of Ghyabari. The latter, before the opening of the railway, was the chief halting-place between the plains and Kurseong on the hill cart-road, but is at the present time a mere village. Both Phuagri hât and Dudhia, opened this year, were apparently started when the road from Panighata *viâ* Namsu to Sonada was opened up and closed in 1879-80 and 1880-81, respectively, when the Darjeeling-Himalayan Railway rendered this route superfluous. Shoirini, opened in 1882-83, has taken the place of both, paying a revenue more than equivalent to that of the two shops combined. In 1879-80 Namsu was closed for two years, presumably consequent upon the opening of Nahore in this, and Murma in the preceding year. In this year, too, a new shop was opened at ....., which is still in existence. It is not easy to understand why this latter was considered necessary, as it supplies only one garden (.....), and is not within easy distance of any bazar. The manager of ....., whom I consulted, objects to it on the ground that his coolies, who patronize Kurseong bazar, and could get all the liquor they require from there, are, on their return home on market day, unnecessarily exposed to the temptation of drinking. I am of opinion that the shop should be abolished as being superfluous and not amenable to easy supervision. In 1880-81 Phuagri hât was, as stated above, closed, while in 1881-82, in addition to the closure of Murma, Nahore, and Dhudhia, already commented upon, Chatakpur was permanently abandoned. The latter was in pre-railway times an important halting place between Sepoydhura and Sonada for traffic from Pankhabari and the plains. On the abolition of Murma and Nahore in this year, Namsu again came under settlement. The year 1882-83 saw the opening of Shoirini, already explained, while the necessity for a shop somewhere between Ghoomti and Salbari, a distance of 21 miles along the hill cart-road, gave rise to Tindharia. In 1883-84, Ghoomti, which had been closed for one year, was re-opened. In 1884-85 Shoirini was not settled, and remained closed until 1887-88. In 1885-86 there were no changes, while in 1886-87 the Tindharia shop was removed to Chunbhati at the request of the Darjeeling-Himalayan Railway Company In 1887-88 Shoirini was re-opened, probably due to the fact that such a shop was needed to prevent smuggling from Nipal. No further changes occurred until the present year, when Namsu was closed, the upset price not having been obtained at settlement.

3. From the above brief history of the Kurseong outstills, it will appear that the Excise Department have been careful to abolish unnecessary sites, and that the general tendency has been to reduce the number. As it has not been contended that the population has decreased, no further explanation with regard to the number of shops seems called for.

4. The evidence of the Terai planters left no manner of doubt that the population had greatly increased; that of the Kurseong planters examined is negative. The majority say that the population has not increased. One gentleman says that he has employed more labour in proportion as he has extended his garden, while another says that he employs 300 coolies less than some years ago. There is something to be gathered from each of these statements. Many of the Kurseong gardens being old establised, extension of cultivation in those parts has probably given employment to a considerably fewer number of coolies than in the Terai. Improved machinery has certainly enabled planters to dispense with a large number of male coolies who were formerly employed as tea-makers, and who received higher wages than those employed in extending cultivation or picking leaf. The saving thus effected has without doubt contributed to reduce the cost of production of tea from 8 to 6 annas per pound. With regard to the labourers now working on the gardens, there are several interesting points to note. About 13 years ago there were scarcely any women and no children employed, as a strict cordon was placed along the Nipal frontier in order to prevent the emigration of women. This check has since been removed, the result being that at present by far the larger proportion of labourers on each garden are women, while children in considerable numbers also obtain employment. What has become of the large number of men who have been ousted can only be surmised. Many have doubtless found employment on the hill cart-road under the Darjeeling-Himalayan Railway Company; others have gone to the Terai, and many live idly upon the gains of their families. It is therefore probable that, family by family, coolies are much more prosperous than some years ago.

5. It is not asserted by the majority of the planters examined that this increase of prosperity has led to an increase of consumption among the mass of coolies. A certain increase of consumption, however, is said to have taken place owing to the restrictions placed upon the

Bengal —*contd.* home manufacture of janr and marua under orders of the Board of Revenue,* and it would also appear that the better-paid classes of coolies drink more than formerly.

6. Table B, statement I, gives outturn in Kurseong for the last two years. I have explained in my previous report that I place no reliance upon these figures. With regard to statement II of the same table, they correctly point out, I think, that the cheaper kinds of liquor have increased in price, but are evidently inconsistent in showing that the dearest class of liquor has cheapened. It is stated by two liquor shopholders of much experience in the trade that 13 years ago only marua, makai, and rice were used in the manufacture of liquor. They say that the spirit made from these grains and sold at a uniform rate of eight annas per bottle was of greater spirituous strength than liquor now derived from mahua and gur, and sold at a similar price. I have not been able to obtain satisfactory evidence to show that mahua and gur produce more or less spirit than the grains abovementioned, or that their gradual introduction has any connection with the increase of price of liquor. I have, however, the fact that these two persons remember that liquor increased in price as those substances became generally used. The increase of price is ascribed to the higher fees paid to Government for licenses.

7. From the above considerations I conclude that the increase in the revenue from R6,057 in 1878-79 to R14,520 in 1888-89 has been due in chief to keener competition among the purchasers of licenses. It would also appear due in some measure to increased prosperity and population, as well as to an increased consumption of outstill liquor consequent upon the restrictions placed by the Board upon the home manufacture of marua and janr. It would certainly appear that keener competition was the chief cause, for, although the consumption of liquor seems to have increased but little, the revenue steadily rose between 1878-79 and 1884-85, after which year it fell for two consecutive years about R2,000, again rising in 1887-88 to R13,020 and in 1888-89 to R14,520.

8. With regard to the average price at which liquor is now sold in proportion to its alcoholic strength, it may be taken that liquor of 70° to 75°, 50° to 55°, and 30° to 35° under-proof sells for 4 annas, 8 annas, and R1 a bottle. It will be seen by a reference to table D that only one planter of the fifteen examined has of late years heard of a case of illicit distillation. As explained in my Terai report, I think there would be no danger of increased illicit distillation if the price of liquor were to some extent raised, and the same remark applies equally to Kurseong. As regards smuggling, Mr. ..... of ....., a garden which is partly supplied by ..... outstill, says that during his stay there of 15 years he has noticed that the coolies have no difficulty in procuring liquor from Nipal. **The smuggling in this direction may be due to the shop not having been continuously open, but it may be also owing to the fact that Mr. ..... has not taken such an active part in preventing** it as Mr. .....of..... Liquor being twice to four times as cheap on the other side of the Mechi, the temptation to smuggle has apparently been too great. Hence, as regards the frontier shops, such as the one just mentioned, I could not advocate a system under which liquor would be dearer than it is at present. With respect, however, to the rest of Kurseong, where there would be but little or no danger of smuggling, I think it would be beneficial to raise the price of liquor, provided the present restrictions upon the home manufacture of marua and janr be removed. The coolie population in this part consists almost exclusively of Nipalese. Although in their own country they are allowed to distil unmolested, they are far more attached to marua than to distilled liquor. The ordinary Nipalese coolie cannot be said, as the Dhanger in the Terai, to be addicted to outstill liquor. Doubtless he both makes and buys it in his own country, where there is no excise on liquors of any description, but his customary and favourite drink is marua. In British territory it is not the ordinary coolies so much as the better-paid tea-makers and chuprassis who buy the outstill liquor. On certain occasions, such as marriages and deaths, doubtless this liquor is desired by any who can afford to pay for it, but at such times I do not think it would be any hardship if purchasers had to give a larger price. In general, the additional tax would only fall upon those classes who could well afford to pay it, and the ordinary coolie, if allowed a reasonable limit of marua, would be further removed than he is at present from acquiring a taste for distilled liquor. There would be no difficulty, as far as transport is concerned, in supplying all the existing sites with liquor from a central distillery, or with country-manufactured rum imported from Calcutta or elsewhere. The sale of the latter liquor would, as I have shown in my Terai report, be acceptable to the planters of this district.

9. Having collected some evidence on the subject of the manufacture of rice and marua-janr since writing my Terai report, I will briefly describe the process. The marua or rice is first washed in water. It is next boiled, and then spread upon a mat, until it becomes tepid. Bakhar is then sprinkled over it, after which it is 'mulled' and put into a basket for two or three days. After this it is to some extent fermented. So far the process is the same for both the grains. If the substance fermented be marua, it is sometimes eaten in this state, but generally is put into a *chonga*, and hot or cold water added. In the latter case the juice is sucked through a tube attached to the *chonga*. If further fermentation of marua is desired, it can be kept in the basket for many days without becoming bad, and then drunk as above described. Rice-janr cannot be kept in baskets for more than two or three days without going bad. If this substance is being prepared, or if marua-janr is to be kept for one or more months, the fermented stuff is placed in a *ghaira* or other tightly closed vessel, and there remains from one to six months. The substance will have increased in spirituous strength in proportion to the duration of the fermentation process. On being

* Board of Revenue's order of March 1882 (protested against by Mr. Wace, the then Deputy Commissioner) restricted the home manufacture of pachwai to 12 seers, while Circular No. 3, dated November 1888, further restricted it to 4 seers.

removed from the *ghaira* or other vessel, rice-janr is often eaten without the addition of water. If, however, it is desired to draw off the alcohol, the substance is placed in a large funnel, hot or cold water is added, the liquid drawn off, and the rice thrown away. If a large funnel is not to hand, a piece of muslin serves the same purpose. If it is marua-janr which has been removed from the closed vessel, it can be, but is seldom, eaten without the addition of water. It is generally placed in a *chonga*, and the alcoholic liquid sucked through a tube. **Bengal** —*contd.*

10. Mr. ....., a gentleman who has been interested in the tea industry since 1860, considers the restrictions placed upon the home manufacture of marua impolitic. He states:—

The Government policy has tended to make those who only cared for marua take to outstill liquor, as they have not been allowed to brew sufficient marua.

Mr. ..... thinks that coolies, being afraid to brew marua at home, get no alcoholic liquor all the week; hence on hât day they are led to drink more outstill liquor than is good for them. He considers this abstinence all the week and consequent excess on leave days has been harmful.

Mr. ..... considers the restrictions placed upon marua have driven coolies to take to outstill liquor, as they are now afraid of making any marua at home.

Mr. .....,... says that his coolies are afraid to make marua now-a-days, and that the result has been a larger consumption of outstill liquor.

Mr. ..... makes precisely the same statement as the last-named gentleman, adding that his coolies never got drunk on marua in former times.

Messrs [two names] would wish the present restrictions on marua removed.

There is only one shop for the sale of marua in the Kurseong jurisdiction, and this is at Kurseong itself. Practically only the coolies of the adjacent gardens are able to obtain marua here. The general opinion of sirdars is that the restrictions on marua are irksome, and that coolies are now afraid to make it from fear of prosecution. I need make no further comments with regard to the home manufacture of these beverages, as I have discussed the subject sufficiently in my Terai report.

11. Passing to the subject of adulteration raised in paragraph 6 of the Government letter, Mr. ..... has heard that surti (tobacco) is added. He thinks that the fact of coolies who can afford to spend but little on liquor getting drunk very quickly points to adulteration. Mr. ..... believes that surti (tobacco) and pepper are added. Mr. ..... believes the liquor is adulterated, as otherwise he cannot account for the mad state the men get into who drink it. He thinks tobacco and dhatura are commonly used. I have sent specimens of liquor collected from the four principal shops in Kurseong for analysis to Calcutta. They were all sent to me by planters at my request. I will communicate the contents of the Chemical Examiner's report as soon as I receive it.*

12. Passing to paragraph 7 of the letter under reply, it will be seen from table D that only 8 out of the 15 planters examined state that both drinking and drunkenness have increased. I will criticise their evidence first.

13. Mr. ..... says that the increase of drinking of outstill liquor among his coolies is due to increased prosperity, and also to the fact that restrictions placed of late years on the home manufacture of marua have driven coolies to take to outstill liquor. The first part of Mr. .....'s statement may well be true as regards his particular garden. He is one of the only two planters examined who have raised wages. His immediate neighbour, Mr. ....., has lowered rates by as much as Mr. ..... has raised them. With regard to drunkenness, which he says is more marked than the increase of drinking, Mr. ..... says that his higher-paid servants have taken to imported liquors, such as brandy, gin, and rum, owing to increased prosperity and to the above-mentioned restrictions on marua. This statement does not affect the question of outstill liquor, but goes to bear out my contention that the better-paid classes who drink it could easily afford to pay higher prices. Mr. .....goes on to say that in consequence of a greater consumption of distilled liquor, his headmen have deteriorated morally and materially.

13(*a*). Mr. ..... ascribes the increase of drinking to cheapness of liquor and to the establishment of ..... still in close proximity to his garden. He says that his coolies get less wages than formerly and drink more. With regard to the first point raised, I have, in answer to paragraph 5, explained how liquor has increased in price in the last ten years, but I agree with Mr. ..... in thinking it still too cheap. As to the second point, Mr. ..... has since modified his opinion, and stated:—

I find on further enquiry that the coolies drink more largely than I had fancied, and this being the case ..... is not so objectionable a site as I thought. I would prefer it, however, further off my garden.

As previously explained, this shop was opened after the neighbouring still at .... was closed at the request of the Railway authorities. I am unable to see how a shop could be dispensed with altogether between ..... and .....; a distance of 21 miles. Although Mr. ..... agrees with Mr. ..... that drinking and drunkenness

* The Chemical Examiner in his Nos. 930A., 945A, and 946A, dated the 21st and 25th October, to my address, states that no dhatura, Indian hemp, opium, or nux vomica, have been found in any of the specimens submitted by me to him for examination.

A later report from the Chemical Examiner states that no tobacco has been detected in any of the samples submitted.

Bengal —*contd.* have increased, partly owing to the establishment of ....., their immediate neighbours, Messrs. [two names] raise no sort of objection to this shop. This site will, owing to a recent landslip, have to be changed. When this is done, Mr. ..... might certainly be consulted, but I fancy that better supervision and the raising of the price of liquor would be the true remedies for the evils which he and Mr. ..... have noticed.

Mr. ..... thinks that drinking and drunkenness have increased among the better-paid servants of the estate owing to the establishment of ..... I have already sufficiently discussed the question of this site.

14. The next witnesses, whose opinions on the subject are less pronounced, are five in number :—

Mr. ..... a garden within easy reach of the ..... still, says that neither drinking nor drunkenness here has increased among his coolies. He has noticed, however, an increase of drunken persons passing his house on Sundays. He thinks three out of every nine of such persons would be of the *Mehter* caste, whose pay, he says, has increased from R8 to R10 up to R10 to R12 per month. He thinks that the imported liquor shop, which does a rival trade with the outstill, is equally responsible for this increase. He believes that the railway servants, whose pay is high, have induced others to take more distilled liquor. This evidence again points to the fact that outstill liquor is not sufficiently taxed.

Mr. ..... ascribes the increase of drunkenness solely to the fact that the restrictions placed on the home manufacture of marua and janr have prevented coolies from brewing these substances. He argues that having become by the force of circumstances total abstainers all the week, coolies have taken to excessive drinking of outstill liquor on leave days.

Mr. ..... says that neither drinking nor drunkenness has increased on his garden, but that he has noticed more drunken persons on the hill cart-road on Sundays. He thinks this increase is due to larger wages earned upon the hill cart-road by servants of the Darjeeling-Himalayan Railway, and in this respect corroborates Mr.....'s evidence.

Messrs. [two names] make precisely the same statement as the last witness.

Mr. ..... at first ascribed the increase of drinking among his coolies to an increase of stills, and quoted ..... as an instance of a recently established shop. On being informed that the site had been in existence since at least 1867, he said he thought drinking had become more of a custom among the coolies. Mr. ..... has not noticed any increase in drunkenness.

15. There remains the evidence of seven witnesses, who say that drinking and drunkenness have not increased, or have decreased :—

Mr. ..... thinks that those who get drunk now-a-days become more thoroughly intoxicated than they did in former years. He thinks this is due to the liquor of the present day being much more powerful than that formerly sold. He ascribes the increase in spirituous strength to the use of mahua in manufacture. I have already shown that liquor now sold is weaker in spirituous strength in proportion to its price than it was formerly. Mr. .....'s statement would therefore seem to point to adulteration. This gentleman says he would like to see all outstills closed unless the liquor sold be a good deal less intoxicating than at present. The remedy I would suggest is the same as that previously mentioned—the raising of the price of outstill liquor, and the closer supervision of its quality.

Mr. ....., who has been ..... years in the tea industry, is decidedly of opinion that drinking and drunkenness have not increased. Mr. ....., who has had ..... years' experience, has noticed no increase. Mr. ....., who has ..... years' experience, gives evidence to the same effect, but says there always has been some sort of disturbance at ..... on Sundays on account of drunkenness. Mr. ..... thinks drinking has decreased, and that there is no increase of drunkenness. Mr. ....., speaking of Kurseong and the Terai, says :—

> Taking a general view, I do not think there has been any increase of drinking either among the coolies or the general population. I do not think there is more drunkenness than there used to be, but I do occasionally on Sundays notice drunken people on the cart-road between ..... and .....

Mr. ..... does not believe that there is a real craving for outstill liquor among the Nipalese coolies, and thinks that they really require it only for festivals. Mr....., of ten years' standing, states that he has noticed no increase of drinking, and does not think that drunkenness has increased.

16. There are very few native gentlemen in Kurseong. Of these I examined six. It will be seen by a reference to table E that four of the witnesses examined were questioned upon the manufacture of marua, and the prices of and average strength in proportion to prices at which outstill liquor has been sold. Babu ..... thinks that both drinking and drunkenness have increased. He ascribes the increase to increased facilities, as instances of which he quotes (names of three outstills). With regard to ....., I have, in my No. 4-I-E., dated 20th August 1889, to your address, recommended its closure after making careful enquiry from all the neighbouring planters. The grounds of my recommendations were—1stly, that the shop was not in a sufficiently large bazar to justify its existence; 2ndly, that

the coolies of all the gardens affected by it patronized Kurseong at their weekly bazar; 3rdly, that they could without difficulty obtain their liquor from Kurseong; and 4thly, because this shop offered an unnecessary temptation to drink to coolies returning home along the hill cart-road after having been to bazar. This shop is a survival from the pre-railway times when a large traffic was carried on between the Terai and Darjeeling *viâ* Pankhabari and Kurseong. It was then an important halting-place, and on the making of the line became the head-quarters of the railway staff. It is now merely a small village. With regard to ..... I have, in answer to paragraph 5 of the Government letter, recommended its closure as being superfluous, while with respect to ..... I have explained that the shop was transferred here after the decline of ..... bazar. It is now a very considerable market, and the liquor-shop supplies a considerable number of important gardens. I do not see how it could be dispensed with without fear of increased illicit distillation. Closer supervision and the raising of the price of liquor will, I feel confident, prevent it from becoming harmful in the future. The evidence of Babu....., who says that drinking and drunkenness have not increased, does not call for criticism. Bengal —*contd.*

17. The evidence of the coolie sirdars, a summary of which is given in table F, does not require detailed notice. The main points brought out are that the majority of coolies drink outstill liquor; that none of the non-drinking classes have taken to drinking; that short musters after hât days are chiefly due to fatigue on the previous day; that there is much more drinking in Nipal (where there is no excise) than in this country; and that the home manufacture of janr has almost ceased.

18. Turning now to the results of my examination of *haziri* books, an abstract of which is given in table G, I would point out that not a single planter alleges any increasing percentage of absentees after hât day for any reason whatever. Eight out of the fifteen examined have stated that there is, and always has been, a certain proportion of absentees after hât day, but no one asserts that this is due to drink alone. Three gentlemen say that drink is only one of the causes; two say it is due to fatigue, over-eating, and only slightly to drink; while the remaining three say it is due entirely to fatigue.

19. In examining the *haziri* books, I have in some cases contrasted the attendance on the days after hât day with the average daily attendance for the month, and in others with the average attendance of the week. In the case of the ..... garden, which is actually within Kurseong town and near the outstill, a calculation for the four years 1884 to 1888 shows that the attendance on the day after hât day is generally better than the average daily attendance. Out of 190 Mondays, where a calculation has been possible, the attendance was in 117 cases greater than, in 6 equal to, and in 67 less than, the average daily attendance of the month.

At ....., of 104 Mondays, in 25 cases the attendance was greater than, in 3 equal to, and in 76 less than, the average daily attendance of the month.

At ..... garden, which is close to Kurseong, out of 208 Mondays, in 118 cases the attendance was greater than, in 2 cases equal to, and in 88 less than, the average daily attendance of the month.

At ....., out of 52 Mondays, in 11 cases the attendance was greater than, and in 41 less than, the average attendance of the week.

At ....., out of 104 Mondays, in 48 cases the attendance was greater than, in 2 equal to, and in 54 less than, the average attendance of the week. This garden reminds me of the curious fact that many planters believe that they always have a short muster after hât day, while an inspection of their books generally proves that there are a considerable number of such days when the attendance has been better than the average. For example, in the case of ....., the manager confidently believed that he invariably had short musters on the day following hât day. When, however, we examined his books for 1887-88, he was extremely surprised to find that there were just as many Mondays when the attendance was greater as when the attendance was less than the average.

At ....., out of 104 Mondays, in 33 cases the attendance was better than, in 3 equal to, and in 68 less than, the average attendance of the week.

Finally, at ....., out of 103 Mondays, in 67 cases the attendance was better than, in 1 equal to, and in 34 less than, the average attendance of the week.

20. To sum up, then, upon the question of drinking and drunkenness, I think it is clear that no proof of an increase can be found from the examination of the *haziri* books. To revert, therefore, to the evidence of the planters, it appears that several of them are deeply impressed with the belief that many coolies, who would not otherwise have done so, have taken to outstill liquor in consequence of the restrictions placed upon marua. This would seem to have been the result of the 12 seers' limit ordered by the Board of Revenue in 1882, and protested against by Mr. Wace, then Deputy Commissioner of Darjeeling. However this may be, the evidence of both the planters and sirdars leaves no doubt in my mind but that the 4 seers' limit ordered at the end of last year has already in many parts entirely checked home manufacture, and will, if left unrepealed, continue to have the effect of causing a larger consumption of distilled liquor. With regard to drunkenness, it seems to me that

Bengal—*contd.*

an increase of this vice among the mass of coolies is not proved by the evidence. It appears, however, that there has been an increase among the better-paid classes of coolies, such as tea makers and chaprassis, as also among highly-paid railway servants. It is probable that the Mehter caste, who now obtain considerable wages in the hills, is also inclined to err in this direction. The increased drunkenness among those classes is certainly due to increased prosperity, which enables them to buy more liquor, although it has increased in price. It certainly cannot be ascribed to increased facilities. The only new shops in the last eleven years are (four names) while seven have within the same period been closed. I have already suggested the closure of ..... as a superfluous site, while I have fully discussed the probable necessity of retaining the three latter.

21. With respect to paragraph 8 of the Government letter, I have little to add to what I have already written. A map and plan have been prepared on the same lines for Kurseong as for the Terai.

22. ..... has been temporarily closed, the upset price not having been obtained at settlement. It is impossible to decide upon the advisability of keeping this shop closed without waiting to see what effects the closure may have.

23. Of the existing six sites, I have recommended the closure of ..... and ..... for reasons given in the course of this report. There remain (four names). With less than these, I think danger of illicit distillation and smuggling would arise.

24. In conclusion, I would again note that I repeat with regard to Kurseong the suggestions on miscellaneous excise matters which I made at the end of my Terai report. Both for Kurseong and the Terai I should be glad to see a more carefully prepared liquor sold at a higher price by the introduction of the central distillery system or by the vend of country-made rum. This recommendation, as I have explained, applies to all tracts at a considerable distance from the frontier. With regard to the frontier areas, it would be advisable to let the outstills remain where they are, at any rate for the present.

No. 69-E., dated 1st October, 1889.

From—A. EARLE, ESQ., C.S., Covenanted Deputy Collector, Kurseong,

To—The Deputy Commissioner, Darjeeling.

In compliance with your verbal orders, I have the honour to submit herewith a report containing the result of the enquiries which I have made in the Terai with regard to the points noted in Government letter No. 506-T. F. (Financial Department), dated 25th June 1889.

1. Referring to paragraph 5 of the said letter, the table A, herewith annexed, shows the number of shops open and the total revenue collected in each year beginning from 1879-80, up to and inclusive of the current year's settlements. It will be seen that Pankhabari, Rohini, and Sevoke have been entered among the Terai shops. This has been found more convenient, inasmuch as the areas supplied by these shops include large tracts of country within the Terai jurisdiction. A glance at this table will show that the number of shops has varied but slightly. In the year 1879-80 two shops were opened, *viz.*, ... and ..... The former was, as reference to the map will show, probably considered necessary as an outpost against the invasion of cheap liquors from the Nipal Terai. ..... was opened at the request of Mr. ..... at the time that he developed. ..... This was admitted by him in his evidence before me. In 1880-81 Rohini was opened. This was an old site, and the shop had been opened and re-opened several times since the year 1867-68, while the re-opening of Korabari was evidently an experiment only, as the revenue collected from it in the year in question amounted to Rs. 28 only, and it was closed for good in 1881-82.

2. In 1881-82 three shops, *viz.*, (three names) were permanently closed, while the working of ..... and ..... was temporarily suspended. A glance at the map, herewith submitted, will show the positions of the three abandoned sites, and suggest the probable reason for the closure of the two former, *viz.*, the fact that the areas which they supplied could be served by the neighbouring stills at ..... and ..... In 1882-83 ..... gave place to ..... on the change of the sub-divisional head-quarters to the latter place. In 1886-86 a new shop was opened at ..... In 1886-87 one was opened at ..... in the extreme south of the Terai, but in the following year the site was abolished, while ..... was re-opened. From this time the number and sites of shops remained unaltered until the present year, when ..... and ..... were closed, the upset prices not having been obtained at settlement. The number has thus been reduced to two less than that of 1879-80. From the above brief history of the Terai shops of the past eleven years, it is clear, I think, that as regards the number of shops no explanation, even apart from the consideration of the increase of the drinking population, is called for.

3. With regard to the next point to be considered, I would submit that the only solid facts to be obtained are that the revenue has increased from Rs. 17,081 in the year 1879-80 to Rs. 45,012 of last year (1888-89) and Rs. 39,744 of the current year, while it is admitted

Bengal—*contd.*

by every planter examined on the subject that a very large drinking population has found its way into the Terai within the last ten years. Whether this influx of foreigners, who are admittedly addicted to drink, as well as certain other causes, accurately accounts for the increase in the revenue, it is impossible to say, as we have not sufficiently correct figures, I submit, upon which to form a sound judgment. The other causes to which I have alluded are the natural increase of the resident drinking population, probable keener competition among the purchasers of outstill licenses, a larger supply of outstill liquor required by the population in consequence of the restrictions placed upon the home manufacture of fermented liquors, such as marua and jaur,* and increased prosperity.

4. To enable us to arrive at a just conclusion, we should have had in our hands a correct statement of the outturn of outstill liquor for the year 1879 and a similar statement for the year 1889, together with accurate estimates of the increase in population, and of the average alcoholic strength of and the price at which the liquor in proportion to its alcoholic strength has been sold. With regard to the outturn, we have figures only for the last two years (*vide* table B). It would be rash, however, to place much reliance upon these, inasmuch as they are calculated upon the quantity of materials used in manufacture, and the vendors from whose books these figures were collected are known to have much understated them in order to show that their sales were not as great as they really were. This is borne out by the fact that since the still capacities of shops have been rigidly fixed by calculation based upon those figures, the vendors have in many cases come forward to say that they cannot work their shops with the sanctioned still capacities except with the greatest difficulty. It is probable that the statistics of outturn collected in the present year will be more accurate than any hitherto compiled.

5. With regard to the figures showing the increase of population (figures for which are given in table C), the only first-hand evidence that we have is the statements of planters that there has been a very large incoming to the Terai of foreigners addicted to drink. With respect to figures showing the average price at which liquor has been sold in proportion to its alcoholic strength (for which figures are given in table B), I beg to submit that it has been shown by experiments that the strength of liquor at the different prices quoted varies in each shop from day to day, and that no two shops sell liquor of the same strength at the same prices. Hence, though from time to time liquors have been tested by the excise darogah at the various shops, the figures collected by striking an average for each year would form a very uncertain basis upon which to form an opinion as to whether liquor has increased in price or cheapened.† Having thus shown that I am not in a position to give an accurate opinion, and that I am proceeding by inference, I would invite attention to table A, which shows a greatly increased consumption of liquor since the year 1879. This fact is fully supported by the statements of planters, the two senior members of whom have been specially questioned on this point. Mr. ....., a planter who has been connected with this district since ....., states that he believes there were [illegible] in the course of this enquiry, in the Terai before 1880, while Mr. ....., who has been connected with the tea industry in this district since ....., thinks that they began to come in either in 1875 or 1876. The census papers for 1881 show that there were only 594 Dhangers in the Terai in that year. Reading Messrs. .....'s evidence together with the census figures, it would seem that the former is more likely to be correct. Taking it, then, that there were about 594 Dhangers in the Terai in 1880, the evidence of managers who have returned answers to questions put to them on this point shows that their number has now increased to about 8,581 in the gardens under their control. It is presumable that the number of this class of coolie has also proportionately increased in the gardens, the managers of which have returned no answer to my enquiries. The Dhanger is described by all as a hard drinker, and it appears that he brings the habit of drink with him from Chota Nagpur. He is poor in his own country, and is glad to expend a large portion of his increased earnings here in drink. He is nevertheless an excellent worker, and bids fair in the future, by reason of his supporting the climate far better and propagating more freely than the Nipalese, to oust the latter from the Terai. Though the Dhangers have, it would appear, increased in a greater proportion than the Nipalese, it is presumable that the latter [illegible] the few Chetries and Brahmins who are interspersed among them, [illegible] the various gardens.

6. The census of 1871 showed a population for the Terai of 47,000 odd, while that of 1881 showed an increase of about 16,000 upon that number. I imagine we may fairly accurately put down the present Terai population at 90,000. Out of the total number of 63,000 shown in 1881, 30,000 odd were found to be Rajbunsis, a non-drinking caste, while out of the remaining 33,000, another 5,000 may be supposed also to have been non-drinkers. This leaves a balance of 28,000 as the drinking population for the year 1881.‡ The 35,000

* A Board of Revenue's order of March 1882 (protested against by Mr. Wace, the then Deputy Commissioner) restricting the home manufacture of jaur and to 12 seers, while Circular No. 3, dated November 1888, further restricted it to 4 seers.

† The average struck shows that liquor has slightly increased in price.

‡ In speaking of the drinking population, I include in it women and children, as I consider it would be impossible to even guess what percentage to deduct on account of non-drinking women and children. Whatever was supposed to be the case years ago, Nipalese women as a fact drink, while children as well as women among the Dhangers are paid to drink.

Bengal —*contd.* non-drinkers may be supposed to have increased to 40,000, while the 28,000 representing the drinking population may be presumed by natural increase and by the influence of foreigners addicted to drink to have increased to about 50,000. Roughly speaking, then, I should submit that we might conclude that the drinking population has increased in the last ten years by 75 to 100 per cent., while the unaccounted for increase in the revenue might be ascribed to increase consumption consequent upon increase prosperity and the restrictions placed upon the home manufacture of marua and jaur, and to keener competition among the purchasers of licenses. It would certainly seem that keen competition contributed to raise the revenue in 1883-84 to the highest point it attained in the ten years under review, inasmuch as after that year it fell considerably until 1887-88, although the drinking population was increasing steadily each year. It would seem that in the year 1883-84 the license-holders had paid more for their licenses than they could afford, and that the reaction came in the following three years until the increase of population again enabled them to pay almost as high fees as in 1883-84. From these considerations I think it would be difficult to conclude that Government has stimulated the natural demand of the drinking population, but that it might be inferred that it has been forced to afford increased supplies of liquor to meet a largely increased demand.

7. With respect to the average price in proportion to its spirituous strength at which liquor is sold, * it may be taken that liquor of about (generally a little under) 70°, 50°, and 30° under-proof is sold for annas 4, 8, and R1 per bottle respectively. Many sirdars have stated that Nipalese distilled liquor is about four times as cheap as the cheapest liquor we supply in the Terai, while others have stated that it is not more than half again as cheap as the cheapest kind sold here. It is satisfactory to hear from Mr....., who lives near ..... outstill, that smuggling is now fairly kept in check in his garden owing to the continued existence of the outstill since 1879-80, it being the interests of the licensee to pay for information against smugglers. On the other hand, Mr., ... says with regard to..... shop further north on the frontier that during his stay of fifteen years he has found that coolies have no difficulty in procuring liquor from Nipal; while Mr....., says liquor is brought over from the Nipal side of the Mechi every day in the cold weather, but adds that smuggling has generally decreased. Hence, as regards the frontier shops, such as ..... and ..... I think it would be dangerous to increase the price of liquor. With regard, however, to the shops in the interior of the district, I think that Government could safely and with beneficial results to the coolie population enhance the price, provided that the present restrictions on the home manufacture of marua and jaur be removed. There was at one time a good deal of illicit distillation in Kurseong and the Terai, but I think that a series of well-aimed prosecutions has instilled such a fear of the law into the sirdar class that there would be little fear of its revival. I think that it would be a salutary check on the tendency which the Dhanger coolie in particular shows to get intoxicated, and a benefit to all classes of drinkers if we could raise the price of the cheapest liquor sold at 75° under-proof from 4 annas to at least 6 annas per bottle. If this were done, we might supply the people with a better quality of liquor than at present, either by the introduction of the central distillery system or by the importation of rum. In either case we might convert the present sites in the interior into places for vend, and leave outstill shops along the frontier only. With regard to the effect of rum on the health of the Dhangers and Nipalese coolies, I would point out that almost every planter in the Terai gives rum to the coolies medicinally—in times of cholera it is regarded as a great preventive—and in cases of over-fatigue or excessive work on wet days.

8. The following are the results of the testing of some country-manufactured rum brought by the vendor from Ahmuty & Co.'s, Calcutta, and purchased by me at his imported liquor shop at Kurseong on two different occasions. Both the bottles were sold for R1, but their alcoholic strength differed by 10 degrees. The first bottle being 30° under-proof was slightly cheaper than the outstill liquor sold at the same price, while it only gave 2¾ bottles of a mixture at the same alcoholic strength as our 4-anna liquor. The second bottle was 40° under-proof. The liquor was rather dearer than the R1 outstill liquor, and gave 1½ bottles of a mixture at the same alcoholic strength as the outstill 8-anna liquor, and two bottles of a mixture at the same alcoholic strength as the outstill 4-anna liquor. A bottle of French brandy sold at R1-4 was 51° under-proof (this was much dearer than either the rum or outstill liquor), and gave only two bottles of mixture at the alcoholic strength of the outstill 4-anna liquor.

9. With respect to the result of my enquiries as to the conditions under which marua is made and sold, I would preface by saying that there is no shop for the sale of marua in the Terai. As I know that you have a very complete *résumé* of the process by which marua and jaur are made, I need not detail the evidence collected by me on this point, but will quote the various opinions of the planters examined with regard to the use and qualities of these beverages. Eleven of the senior planters of the Terai were examined especially upon these points. All agree in saying that marua and jaur are wholesome drinks, while eight of them give a distinct opinion that the limit of possession of fermented liquor to 4 seers, as ordered by the Board of Revenue in its Circular No. 3, dated November 1888, was an impolitic measure. Mr.....who has had .....year's experience

* *Vide* table B.

in the tea industry in this district, thinks that the drinking population requires and consumes more distilled liquor now than formerly. He considers that the restrictions on the home manufacture of marua have led indirectly to increased drunkenness, because the outstill liquor is much more intoxicating than the home-made beverages. He quotes the case of a person who was heavily fined for having in his possession more than the authorized quantity of jaur, and says the result of this prosecution being noised abroad had the effect of preventing coolies from making any jaur at all, from fear of the law.* Mr. ..... thinks that if the restrictions on marua were removed, coolies would have less temptation to resort to the outstills. Messrs. [four names] agree with Mr. ....., and urge that the present restrictions be removed. Mr....., thinks that the restrictions have driven the coolies to take to outstill liquor. Messrs. [five names] are agreed that it is customary, if not obligatory, on Nipalese and Dhanger coolies to use marua and jaur at religious ceremonies, such as marriage and funeral feasts. With regard to the question whether the alcoholic strength of marua increases after prolonged fermentation, I have the evidence of the oldest planter in the district Mr. ..... This gentleman, after describing the process of fermenting both marua and jaur, says that he knows from experience that their spirituous strength is greater after prolonged fermentation. He adds "jaur is sometimes kept for a month, and then is as strong as 8-anna outstill liquor." Messrs. [five names] say that they believe the alcoholic strength is greater after prolonged fermentation, while Mr. ..... says that he has heard the same from his coolies. ...., marua shopkeeper at Kurseong, states that the spirituous strength both of marua and jaur increases in proportion as they are kept, and says that the length of time for which they are kept depends upon the probability of the fermented substances turning sour. This man says that people like marua when it becomes strong after prolonged fermentation better than when it is freshly prepared. Mr.....'s sirdars, four in number, state that jaur will keep good for 15 and 20 days; that its spirituous strength increases on prolonged fermentation, and that the longer it is kept the better. Mr.....'s sirdars agree as to the increase of alcoholic strength in proportion to the length of fermentation, and say that jaur and marua can be kept for six months after being prepared, and that then they are as strong as the brandy of the best quality. Mr.....'s sirdars alone say that freshly prepared jaur is preferred.

10. Passing to paragraph 6 of the Government letter, it will be seen by a reference to the summary (*vide* table D) of the evidence given by planters that out of the eighteen senior men examined in the Terai, nine have heard of or suspected adulteration. None, however, have at any time caused liquor to be analysed, or can produce any direct evidence to prove adulteration. I will quote the answers of gentlemen who not only speak from what they have heard others say, but who can give reasons for their opinions. Mr..... thinks "that the liquor is adulterated because of the effects it produces in that it seems to make people lunatics." He adds:—

I noticed the change from the bad distillery system to the outstill system in Cachar by an increase in drunkenness.

Mr. ..... says:—

I cannot say if outstill liquor is adulterated, but I know it is fatal stuff. I mean by this that it causes consumption. The three biggest drunkards that I have had under me died of pneumonia, and I fancy it was from drinking outstill liquor.

The drugs mentioned by some of the gentlemen as being those which are probably put into the liquor are tobaco (surti), dhatura, ganja, bhang, and lime. Though no planters positively allege adulteration, samples from every outstill in the Terai have been sent by me for chemical examination to Calcutta. In the case of two outstills the liquor was obtained by planters, while in the remaining cases I had the liquor procured through a trustworthy Nipalese peon, who taking with him a coolie, obtained the liquor as if he was about to drink it on the premises. I adopted this latter procedure, as it seemed to me that if adulteration were in fact practised by the vendors, they might have less motive to put drugs into liquor to be taken home than into liquor to be drunk on the spot, inasmuch as in the latter case the victim of their malpractices might be induced to remain and drink more than he intended, or be incapacitated from defending himself from petty peculations carried on at his expense. It may well be that these substances are added to cover the bad quality of cheap liquor, particularly on bat days, when the supply of liquor runs short. The Chemical Examiner has stated his inability to submit a report of his analyses of the specimens submitted until after the pujahs. It will be forwarded by me as soon as received. †

* The man was probably fined very heavily for illicit distillation, and a panic may have ensued, the results being that coolies were afraid even to ferment jaur. This actually happened in the Ambootia Tea Estate, and was described in Mr. Norton's letter No. 329, dated 19th July 1881, to your address.

† The Chemical Examiner in his Nos. 930-A., 945-A., and 946-A., dated the 21st and 25th October, to my address, states that no dhatura, opium, Indian hemp, or nux vomica have been found in any of the samples submitted by me to him for examination.

A later report from the Chemical Examiner states that no tobacco has been detected in any of the samples submitted.

Bengal —*contd.*

11. Proceeding to paragraph 7 of Mr. Cuthbertson's letter, I will criticise the evidence of the planters and others questioned on the points therein raised, and give the results of my examination of some of the *haziri* books which I have subjected to careful scrutiny. For ready reference, I have drawn up summaries of the evidence of planters, native gentlemen, and sirdars upon the main points of the enquiry, and these I have marked D, E, and F., respectively. I will first consider the evidence of the planters who state that drinking and drunkenness have increased. Mr. ..... prefaces by saying that "most of my coolies are Dhangers, and they all drink. I have explained in an earlier part of this report how the Dhangers have increased in the Terai, and how they arrive in this district, having been addicted to distilled liquor in their own country. They are delighted to find themselves richer in this district, and are irresistibly tempted to spend their money freely on their favourite drink. It is not therefore surprising that Mr. ..... should say "there is more drinking and drunkenness than there was ten years ago," and one can only be surprised that he adds "but not very much," for he goes on to give his reason—"The population has increased, and one consequently sees more of it (drunkenness)." When further questioned, Mr. ..... says that, as far as his own coolies are concerned, he does not think the increase of drinking is out of proportion to their increase in number, but that in the case of the general population of the district, it is also due to increased prosperity and to increased facilities for obtaining liquor. As the only example of increased facilities, Mr. ..... quotes ....., which outstill, he says, was started after he came to the district. Mr. ..... came to the district in 1866, and it is certain that ..... was open in 1867-68. His only example, therefore, relates to the opening of a shop 22 years ago, and therefore his objection does not come within the scope of the present enquiry as regards increased facilities during the last ten years. Mr. ..... finally adds:—

> I think there are too many outstills, but I do not think facilities have increased out of proportion to the increase of population.

The question of ..... as a site and the number of existing shops I will deal with later on in this report. Mr. ..... states that most of his coolies are Dhangers. He cannot say if drinking has increased or not among them, because the population is not a permanent, but an ever-shifting one. He thinks there is more drunkenness, and would ascribe this to the increase of population which makes the drunkenness more apparent. He thinks the population has quite doubled since he came to the Terai 11 years ago. When further questioned, Mr. ..... states he thinks the increase of drunkenness is also due to the multiplication of shops; to increased prosperity, and easier means of communication. ....., which he quotes as his only instance of a new shop, was, it will be remembered, started in 1880-81 at the special request of Mr. .....,Mr. ..... thinks that although wages have not increased, coolies earn more in that they are more healthy and can work harder. He considers that the shops are, as a matter of fact, out of proportion to the needs of the people, although the population has doubled in the last ten years. Mr. ..... imputes the increase of drinking to the increase of population, which he thinks has increased 80 per cent. He ascribes increased drunkenness to increased prosperity, and says facilities for obtaining liquor have decreased as the population has increased. Mr. ..... thinks drinking has increased owing to increased prosperity, but otherwise is unable to assign any reason for the increase. Mr. ....., as I have explained in a previous portion of this report, thinks that coolies now-a-days being afraid to ferment marua and janr have been driven to drink outstill liquor, and that this has caused the increase in drunkennness. Further questioned, Mr. ..... thinks the increase is also due to increased population, prosperity, and facilities. With regard to increased facilities, he quotes as new outstills (two names). His illustrations are, however, not happy, inasmuch as these stills have been in existence at least since 1867-68. Mr. ..... does not assert an increase of drinking, but thinks that the influx of Dhangers, a people addicted to distilled liquor, on to the gardens, and the ousting of the more sober Nipalese, has caused an increase of drunkenness. Mr. ..... says the increase of drinking and drunkenness is due to the increased population, increased prosperity, increased facilities, and probably the cheapening of liquor. As the only instance of increased facilities, he quotes ....., a shop that has been in existence at least since 1867. He thinks that liquor has cheapened because a man can now get drunk for 4 annas, whereas it used to cost him 8 annas to ₹1. Mr. ..... ascribes the increase of drinking and drunkenness on his garden entirely to the influx of Dhangers on to his garden. These coolies, he says, now arrive from their own country (Chota Nagpur) more addicted to drink than formerly. He thinks the bad example of these Dhangers has led others to drink more than in previous years. Mr. ..... thinks drinking has increased owing to the people having made it an habitual practice. He also ascribes the increase to increased prosperity in that the coolies (Nipalese), now acclimatised to the plains, are able to work harder and earn more wages than formerly. He ascribes the increase of drunkenness to increase population and prosperity. Mr. ..... agrees with Mr. ..... that the restrictions placed upon the home manufacture of marua have caused a larger consumption of outstill liquor. Mr. ..... at first said that drinking had increased among his coolies owing to the cheapening of liquor. When questioned, however, as to the prices, admitted that they were the same as in former days, and stated that the liquor sold at ₹1 per bottle was weaker (hence dearer) than it was formerly. He thought there were too many

outstills, but that, as far as his own garden was concerned, he could not do without the..... shop. If this were abolished, he thinks smuggling from Nipal would increase enormously, and he would have great difficulty in keeping his coolies at work. Messrs. [two names] having only recently come into the Terai, can give no opinion on the subject. There remain six witnesses, four of whom say that drinking and drunkenness have not increased, and two that both one and the other have decidedly decreased of late years.

Bengal —*contd.*

12. The evidence of Messrs. [three names] on this point is to the effect that they have not noticed any increase in either drinking or drunkenness. It does not require criticism, and I would only point that Mr. ..... is a very senior planter of ... years' standing in the tea industry. Mr. .....'s evidence on this subject is interesting. He says:—

> Some seven years ago a lot of illicit distillation went on, and a great deal more drunkenness occurred in the gardens, though less apparent on the roads. When the number of outstills and of prosecutions for illicit distillation increased, they had to give up the steady drinking at home of distilled liquor and to go to a distance for their liquor. In those days men often used to go to muster drunk—a thing almost unseen now-a-days except sometimes after hât days.

It is probable that at least one of the reasons why more drunkenness is reported is that the evil has been driven from within the gardens on to public places, and thus brought more prominently under public notice. Mr. ..... thinks drinking and drunkenness have decreased on account of the high rate at which liquor is sold at the outstills, coupled with the rise in prices of the necessaries of life. He thinks the closing of ..... outstill has had beneficial effects, and has reduced drinking among his coolies, who can easily purchase their liquor from neighbouring stills. He thinks the number of outstills have increased, but cannot name the new shops. Mr. ....., who has eleven hundred coolies, consisting of both Dhangers and Nipalese, says that drinking and drunkenness have decreased among the Nipalese coolies, while the Dhangers are, as heretofore, habitual drinkers. Mr. ..... is the only witness who thinks his coolies would forego outstill liquor altogether, and be contended with marua and janr. All the other witnesses think that if coolies could not obtain distilled liquor, they would either smuggle or illicitly distil it.

13. I have only taken the evidence of five native gentlemen,* and the want of knowledge on the subject which they revealed showed me it was useless to make further enquiries in this direction. There are but few persons of the better classes in the Terai, and these are not, as a rule, natives of that part of the country. Their evidence, therefore, does not require notice. I do not feel called upon, moreover, to dwell at length upon the evidence of the coolie-sirdars,† but will give what I consider the striking points brought out by their evidence. A reference to the synopsis of the coolie sirdars' evidence will show that almost all say they drink more in Nipal, where the liquor is far cheaper than here; while the Dhanger sirdars say that they are poor at home, but comparatively rich here, and hence able to drink much more. Both of these are points which I have touched upon in earlier parts of my report, and their evidence corroborates the evidence of the planters.

Not a single sirdar of all those examined in the Terai alleges that any of the non-drinking classes have taken to drinking.

14. With regard to statistics collected from *haziri* books, of which an abstract is given in table G, only two gentlemen Messrs. [two names] have asserted that an increasing proportion of absentees after hât days is noticeable by reference to their musters. Mr. ..... had no books available for years previous to 1887, but I have examined his books from that year up to April 1889. The hât days of this garden are Sundays in the cold weather, when the coolies patronize ....., and Thursdays in the hot weather, when the coolies resort to ..... . The attendance on the days before and after hât days have been omitted in calculating the average attendance of the week, inasmuch as it is admitted that coolies get advances from their sirdars the day before hât days, and attend more regularly on that day on this account; while the attendance for the day after hât day has been taken separately, and contrasted with the average attendance for the remaining four days. The result of the calculation for the year 1887 to April 1888 is to show that out of 51 days succeeding hât day, there were 25 when the attendance was greater than, 1 when it was equal to, and 25 when it was less than, the average. With regard to this year, therefore, the manager could surely have no complaint. The succeeding year shows that out of 51 days after hât day, there were 15 when the attendance was greater than, 1 when it was equal to, and 35 when it was less than, the average. Compared with that of 1887, the attendance of this year was, therefore, a falling off as regards the day after hât day. It is possible that Mr. ..... has received his impression from last year's figures, and has forgotten the good attendance he had in 1887. It will be seen that the attendance does not by any means show a progressive decrease, and it would be impossible without taking the figures for several years further back to say that there has been an increasing proportion of absentees. Mr. ....., of ....., was the other gentleman who maintained an increasing percentage of absentees, but he does not say that this has been due to drink alone. He says "eating and drinking, fatigue and laziness, are the causes." By fatigue he means that of going and coming from ..... bazaar. An examination of his muster books shows that in 1885 out of 48 days succeeding hât day, in 25 cases the attendance was greater than, and in 17 less than, the average of the week. In 1886, out of 50 such days, in 22 cases the attendance was greater than, and in 28 cases less than, the average. In 1887, out of 52 days succeeding hât day, the attendance was in 22 cases greater than, in 29 cases less, and in 1 case equal to, the average

* *Vide* table E.

Bengal —*contd.* attendance of the week. In 1888, out of 50 such days, the attendance was in 11 cases greater, and in 39 cases less, than the average attendance of the week; while in 1889, up to the present month, out of 36 such days, the attendance was in 9 cases greater than, in 25 cases less, and in 2 cases equal to, the average attendance of the week. Thus a considerable falling off is visible in 1888 as compared with previous years, while a slight improvement in 1888 is noticed in the present year. Apart from the question of drink, it would appear that there is a certain want of motive to work on the days succeeding hât days in that the coolie receives an advance from his sirdar on the day before leave day. Having money in hand, he does not feel the necessity of attending regularly until towards the end of the week from the thought that his weekly advances will probably be less or less freely given if he has attended irregularly. In this connection I have noticed that the second day after hât day shows very little, if any better, attendance than the day after hât day, and that it is generally the last three days which bring up to the average of the week. I have considerable doubt if this day would show a better result all the year round than the day after hât day itself. Thus, taking at random the year 1888 for ....., I find that out of 48 Thursdays (the second day succeeding hât day), there are 28 days showing a less, and only 20 showing greater, attendance than the average of the four middle days of the week. At ..... the attendance of the day after hât day is decidedly good. In 1887, out of 44 days succeeding hât day, there are 20 cases when the attendance is greater, 3 when it is equal to, and 21 when it is less than, the average attendance of the week. In 1888, out of 42 such days there are 18 cases when the attendance is greater than, and 24 when it is less than, the average. Mr. ....., the manager, had no complaint to make. At [four names] gardens, Mr. ..... was sure that hât day made very little difference to the attendance on the succeeding day. I examined the books for [two names] and found that he was right. In making a calculation for ..... for 1888, I discovered that out of 53 days after hât day, 25 showed greater and 28 less attendance than the average. Mr. ..... says that the number of absentees after hât day is not increasing, but that there always has been an average of about 15 per cent. of absentees on this day. He ascribes this fact chiefly to drunkenness, but says it may partly be due to overeating. Making a calculation from his muster book for the current year up to date, I find that out of 32 days after hât day, in 13 cases the attendance is greater and in 19 cases less than the average of the week. Mr. ..... does not admit an increasing percentage of absentees after hât day, but says there always has been a large proportion of absentees on such days. He states that the Dhanger coolies are far more irregular in attendance than the Nipalese, and the cause of this lies in the fact that they are more addicted to drink. Making a calculation for ..... for the year 1888, I find that in the case of 53 days succeeding hât day, the attendance in 15 is greater than, and in 38 less than, the average of the week, while for the current year out of 37 such days, in 14 cases the attendance is greater than, and in 23 less than, the average. The present year, therefore, shows a great improvement over last. With regard to ....., a calculation for 1888 shows that out of 43 such days, in 11 cases the attendance exceeded, in 1 equalled, and in 13 cases was less than, the average: while for the current year out of 30 cases, in 6 the attendance exceeded, and in 24 was less than, the average. With respect to ....., Mr. .....'s evidence is interesting. He says there is no increasing proportion of absentees, and adds—

> I attribute the fact of there being absentees to fatigue in going to and coming from ..... . Sometimes coolies do not return the same day. At ..... we had a bazaar in the gardens, and the proportion of absentees was scarcely perceptible.

Saturday is the leave day in this garden, and out of 101 Sundays, 35 show greater, and 66 smaller attendance, than the average.

15. To sum up then upon the alleged increase of drunkenness, I would submit that it is not proved by the *haziri* books saving in one instance. In the case of Mr. .....'s garden it may be true, but there is no proof. Mr. .....'s books certainly seem to bear out his statement. In both cases, however, there is a large number of instances in each year of better than average attendance on the day after hât day.

The evidence of planters, on the other hand, seems to me to show that there has been some increase of drunkenness, and that this has been due chiefly to an increase of prosperity, and indirectly to the restrictions placed upon the home manufacture of marua and janr. Even where wages have not increased, people are said to be healthier than they were formerly, and in consequence to earn more. It is also probable that drunkenness has been more observed in that illicit distillation has been put down; and that while it formerly took place on the gardens, it is now seen at and near the liquor shops or on the roads leading to or from them. There has also undoubtedly been a large positive increase of drunkenness due to a large immigration of Dhangers—a class of coolie already described as addicted to drink in their native country. It is this positive increase in drunkenness that the majority of the planters examined have, I think, mistaken for a comparative increase. The most strict enquiries have failed to elicit proofs of the cheapening of liquor. The question of existing facilities and of the prices of liquor I shall have sufficiently touched upon in answer to paragraphs 5 and 8 of the Government letter under reply.

* *Vide* table F.

Bengal —*contd.*

16. With regard to the subject of sites raised in paragraph 8 of the letter under reply, the map attached to this report will show the existing sites of outstills, sites abandoned within the last ten years, positions of markets and gardens supplied by each outstill; while table H will give the names of the gardens, their populations, and distance from the nearest outstill and market. A reference to the synopsis of planters' evidence will show that 11 out of the 18 gentlemen questioned urged the abolition of the ..... outstill. Mr..... say:—"I consider the.....shop is placed in a very objectionable site. It is on the main road from.....to....., and only about two miles from the former place, where there is another outstill. There is no necessity for a hât there. The still attracts people by being on the roadside. People who have already drunk at.....take more at..... Mr..... says.....is a most objectionable site, as people returning from hât at.....get drunk there, and are needlessly exposed to temptation. I believe I am right in saying that..... (where there has been a still since at least 1867) was some years back a hât of importance, marking the southern limit in this direction of cultivation. It has of recent years, however, been totally eclipsed in importance by....., which is a hât of rank second only to..... There appears, therefore, no need or justification for a still at....., and I quite agree with the planters in thinking that it should be closed as soon as practicable. Four of the gentlemen whose names are shown in the synopsis, as well as Mr.....who was specially consulted on this point, have raised objections to..... This outstill lies about four miles north of.....by the side of the railway. Of these five gentlemen, three—Messrs.....—live at a great distance from the shop, and only object to it as being too close to the railway; while Mr....., who is interested in the neighbourhood, objects to it (1) as being too close to the public road; (2) because it is too close to his garden; (3) because his coolies could easily get all the liquor they required from..... ....., which is about 2½ miles off. With regard to the first objection, I am also of opinion that the site is objectionable as being too close to the railroad, and that if a still is on further enquiry found to be necessary at or near this market, the site should be, if possible, changed. With respect to the second and third objections, a further enquiry will be necessary to test their validity, inasmuch as within the last ten years three outstills in the neighbourhood have been closed. Mr....., who manages three gardens in the neighbourhood, has no objections whatever to this site, and would be inclined to regard it as rather a hardship upon the coolies to make them go to.....for their liquor. Mr.....'s objections are the same as Mr.....'s second and third, and will be only considered when I take up the question of this site. The next site to be considered is..... Mr..... objects to this still (1) because of its position within the bazar, which he says is productive of disturbances, quarrels, and drunkenness; (2) because.....and.....outstills are within easy reach. With regard to the first objection, if it be found on further enquiry that a still be necessary here, the site may be removed to a distance from the bazar. With respect to the second objection, the abolition of this site will depend on whether.....be retained. Mr. ....., who was specially consulted upon this point, objects much upon the same grounds as Mr....., while Mr .....assigns no reason for his objection. On the other hand, Mr....., the proprietor of the.....bazar, urges that the abolition of the still will in no wise lessen the amount of liquor drunk, but will merely transfer the sales to the adjoining bazars. He would be glad to see the still abolished if any public good could be shown as the result. He would like to see the central distillery system introduced and .....made a place of vend. No one has objected to....., but Messrs. [two names] .....have stated that it is superfluous; their statements may be taken into consideration when.....is closed. With regard to....., abandoned since the beginning of the official year, I would note that this was before the opening of the railway between Kurseong and the Terai a very important halting-place; but that since that time it has gradually diminished in prosperity, and is no longer a centre which justifies the existence of an outstill. Two of the planters near....., Messrs. [two names] have objected to the site, as they find that their coolies can obtain adequate supplies of liquor from the neighbouring shops at.....and..... I agree with them in thinking that this site is superfluous, and would recommend that it be not re-opened. With regard to.....no objections have been raised, and it must remain a question for further consideration whether this site should be permanently abandoned. .....has already been recommended by the Deputy Commissioner for closure. In future every shop in the Terai will be maintained solely to meet the demand of the tea gardens' coolie population. Below a straight line drawn from Nuxalbari to Matigara no outstill will be maintained. Thus out of the existing 13 sites, two have been recommended for closure, while further enquiries will be necessary with regard to the retention of several others.

17. Twelve out of the 18 planters are agreed that stills should be in bazars for the convience of coolies, while five modify their opinion by saying that the sites should not be actually within the bazar, but at the same time near enough to be under easy supervision. I am in favour of this modification, and would recommend that this principle be borne in mind at the next settlement of the Terai shops, which are at the present time all situated actually within the markets.

18. In conclusion, I would touch upon a few other points brought out in the course of my enquiries. The majority of the planters examined are of opinion that no useful purpose would be served by lessening the retail sale of outstill liquor to less than six bottles to a given pur-

Bengal —*contd.* chaser. They say that if such a rule were passed, it could be easily evaded by several members of a family buying liquor in smaller quantities, or by the head of the family purchasing liquor twice or three times a week instead of only on hât day. I am of the same opinion, and think the passing of a rule of this kind would be particularly unwise if, as I hope, Sirsia be abolished, and as there is a chance of one or more of the Salbari, Khoprail, and Trihanna outstills being closed.

19. Another point upon which I have questioned planters is the hour for closing the outstills. Every one of those consulted have agreed it would be a good thing to fix the time for closure for all sales at sunset. I am strongly in favour of this suggestion. If the shops were thus closed, coolies would no longer be tempted to linger in the bazars to drink.

20. With regard to marua and jaur, I hope that such a limit may be fixed as will avoid the necessity for the issue of so many passes as are now required, or, if this could not be sanctioned, that applicants should have less trouble in obtaining them. Coolies now think it necessary to file a written petition. This, as they cannot write themselves, costs them something in addition to the fee of 8 annas, the cost of the pass. In this district I think it would be quite feasible to sell to certain approved planters, who might be anxious of the privilege, books of passes already signed by the Excise Deputy Collector or Sub-divisional Officer on the condition that these passes should be granted to applicants on the payment of a fee of 8 annas. Another point to be brought out is, I think, the better supervision of the shops. The inspecting staff appears to have given too little attention to reporting cases when licenseholders permit drunken persons to remain in their shops, and do not actively prevent drunkenness in their shops. Both these duties are against the interest of the shopkeepers. Now that the inspecting staffs are to be increased, special attention should be called to these points.

21. Upon the general question of the suitableness of the outstill system to this district upon which I have commented in answer to paragraph 5 of the Financial Secretary's letter, the planters are not, as a rule, witnesses of much weight, inasmuch as the majority is not acquainted even with the possibility of any other system. They generally approve the outstill system, provided that the quality of the liquor supplied be carefully supervised by Government. Mr..... who has spent over 21 years in Assam, strongly advocates the introduction of rum. He says that, while in that province, he had the right of inspection of the liquor shop on his garden, and that the vendor was obliged to supply rum imported from Ahmuty & Co.'s in Calcutta. He states that he would like to see Rohini abolished as a site if the liquor now sold there continue to be sold. If rum were introduced, he would be very glad to inspect the shop, and to see that the liquor sold was of the quality which the vendor was authorised to sell. I have not noted .....as a site objected to, because it is to the quality of the liquor and its bad effects, and not to the site to which Mr .....draws attention. Mr.....also urges that rum be introduced, as he thinks that Government would in that case be in a better position to check the sales and quality of the liquor. Mr.....who has had seven years' experience in Cachar, is anxious that the central distillery system should be introduced. He thinks the outstill system tends to develop drunkenness by supplying too cheap liquor, and also that no sufficient check can be kept on its quality. If a central distillery were established, the best site would probably be Khoprail, from which place all the shops in the interior of the Terai, saving Bagdogra, could be supplied. During the rains this latter shop would be often entirely cut off by the rising of several streams which intersect the Matigara-Nuxalbari road. Only the complete bridging and raising of this important means of communication would enable us to supply this shop regularly with liquor. The same difficulty would be felt with regard to the transport of rum. It would perhaps be unwise to supply Tirhanna with more expensive liquor, as it is no great distance from the frontier. If, however, this were found after enquiry possible, this site would be in the same predicament as Bagdogra.

Memo. by E. V. WESTMACOTT, Esq., Commissioner of Excise, Bengal.

The letter of the Government of India of 9th March 1889 only asked generally for enquiry into the excise administration in the tea districts, forwarding a Despatch from the Secretary of State covering complaints of planters as to—

(1) opening liquor shops or outstills near gardens, sometimes in spite of protests;
(2) increase in facilities for drinking;
(3) increase in drunkenness among tea garden coolies;
(4) increase in drink revenue.

The planters' letters enclosed contain some wild statements. For instance, I find it alleged that "six bottles per head is the Government allowance for sale daily." I have no notion what can be referred to. By some planters the liquor is called "a venomous compound." It does not appear that any grounds exist for this statement. Analysis has discovered no poisonous substance whatever in it. More detailed instructions as to the nature of the enquiry are given in Government of Bengal's letter of 25th June. In it it is requested that the Board and the Commissioner of Excise should ascertain by means of fortnightly reports that the instructions were being speedily carried out. This letter was not shown to me for some time after the Board's instructions to district officers had issued, so I had no opportunity of directing the enquiry in the beginning. As soon as it came

to my notice that such an enquiry was proceeding, I wrote to Mr. Beames (27th July 1889), and after that date reports as they come in were submitted to me, but I did not find them to be of such a nature as to enable me to ascertain during the progress of the investigation that enquiry was being made into every point necessary. The final reports, however, show that the reporting officers have made very full and complete enquiry, though there are some points which I should have liked to have further elucidated, such as the extent to which garden servants are implicated in smuggling. By the 30th September reports had been received, and have now been printed. My absence on tour during the whole of November has prevented my taking up the subject until now. The points indicated for enquiry by the Government of Bengal are as follow :— **Bengal** —*contd.*

(1) Has Government gone beyond the function of meeting without stimulating the natural demand, and of taxing liquor as high as possible without inducing smuggling? In connection with this, should be stated—
  (*a*) actual outturn of liquor;
  (*b*) average strength;
  (*c*) average price.
(2) The manufacture of marua, its strength when fresh and after keeping, and the effects of the limitation of the quantity allowed to be in possession at one time.
(3) Why limitations of stills and vats have not been introduced.
(4) Allegations respecting adulteration.
(5) As to increased drunkenness.
(6) Sites of outstills.

Question 1.—The Deputy Commissioner of Lohardugga reports that the number of outstills in his district has been reduced during the current year from 294 to 260. The quantity of liquor (reduced to London-proof strength) distilled in the district in a month is 3423·6 gallons, and the license fees, ₹3,065, amount to little more than 14 annas per gallon. The rate of duty fixed for distillery liquor in this district is ₹1-14, to which I am gradually raising the taxation in the shape of license fees. The population of the district was in 1881 1,609,244 The monthly consumption is therefore $\frac{1,609,244}{3423·6}$, one gallon London-proof spirit to every 470 people. Considering the large number of drinking people in the district, I do not think Government has done more than meet the demand. The Deputy Commissioner does not state the average strength of the liquor; but as it was selling in 1888-89 at two pice per quart bottle, and during the current year generally at four, but sometimes at three pice, I should think it must be very weak liquor, not stronger than 80° below proof. The Deputy Commissioner thinks it impracticable to raise the price, but this I doubt. In Chittagong the population is 1,132,841, the number of outstills 14, the yearly revenue from license fees ₹10,377, monthly revenue ₹864. The outturn of liquor for the year 1888-89 was 3,546 gallons, the strength from 60° to 35° below proof, and the price from six to eight annas the bottle. The number of imported coolies who take their supply of liquor from the outstills seems to be only 118, as shown by the Magistrate's labour registers. The figures given by the Deputy Commissioner of Jalpaiguri show that the number of liquor shops has by no means increased in proportion to the increase in the average under tea, or in number of labourers employed upon it, but, on the contrary, has greatly decreased. The establishment of the existing stills was called for by the actual existence of smuggling and illicit distillation. The liquor sold is generally of two qualities—one averaging from 25° to 30° below-proof, and selling at a rupee a bottle and the other from 50° to 55° under-proof, sold at eight annas a bottle. The average monthly consumption was 1,120 gallons London-proof, and the monthly revenue ₹5,224, or ₹4-10 per gallon London-proof, which is high. I suspected the outturn to be greater than the quantity above shown in spite of the restriction of still and vat capacity, but the Deputy Commissioner does not think it is so. The population was in 1881 581,562, and the Deputy Commissioner reports the imported coolies, reckoning two to the acre of tea, to have increased in ten years from 10,336 to 55,470: 1,120 gallons London-proof in a month give a gallon London-proof to every 516 people, or to every 49 coolies. Liquor varying from 21° to 40° under-proof is sold at one rupee a bottle, from 44° to 60° at eight annas, and at two outstills only liquor 70° under-proof is sold at four annas. In Darjeeling Mr. Paul and his assistants, Messrs. Earle and Knyvett, have reported in great detail, and I think it quite clear that no undue facilities for drinking have been given by the outstills established by Government. Indeed, from the large number of prosecutions for illicit manufacture and illicit importation of spirits quoted by Mr. Knyvett, and the amount of illicit practice which, I doubt not, has escaped detection, I am inclined to think that the number of outstills is too small to meet the demand. I should have liked to know how many of the persons convicted of illicit manufacture were employed on tea gardens, for I believe that much of the complaint made by tea planters against outstills is promoted by their servants, who make a considerable profit out of illicit supply to the coolies, and therefore object to licensed outstills or liquor shops. They conceal the evil effects of drinking their own liquor, while they exaggerate the effects of drinking outstill spirit. The number of shops which in 1867-68 was 50, paying a revenue of ₹12,518, fell next year to 22, and was not increased till 1878-79, when it rose to 31. In 1880-81 the number was 45, but in 1888-89 was only 36. Some of these are now closed. In spite of fluctuations in the number of shops, the revenue has steadily increased, and in 1888-89 was ₹88,140. The number of acres under tea has increased from 10,586 in 1867-68 to 57,181 in 1888-89, and the outturn of tea from 500,000 lbs. to 3,400,000 lbs.

Bengal—*contd.* The aggregate capacity of stills has been reduced from 934½ gallons to 460, and the capacity of fermenting vats in winter from 11,788 gallons to 8,300, of which the outstill-holders make a great grievance, alleging that their profits are curtailed. The approximate outturn of spirit from outstills was in 1887-88 21,126, and in 1888-89 18,711 gallons, but whether as actually distilled or reduced to London-proof strength is not stated. The liquor sold at R1 is from 22° to 36° under-proof, that at 8 annas from 49° to 55° under-proof, and that at 4 annas 61° to 75°. I think the minimum retail price might very well be raised to 8 annas the quart bottle, which would prevent the sale of any liquor weaker than 60° under-proof.

Question 2.—It appears clear from the reports of the Darjeeling officers that the strength of fermented marua increases greatly with keeping, and that the limitation of quantity is a grievance, and has driven the coolies to increased consumption of outstill liquor.

Question 3.—I do not know why there was delay in introducing the restriction of still and vat capacity, but I have already shown that in Darjeeling there was considerable reduction in 1888-89, and during the present year, since I have been in charge of excise, the matter has received the closest attention in all districts except those of the Chittagong Division, in which, on the recommendation of the Commissioner of the Division, the Board have not enforced any restriction. In Darjeeling especially the restrictions of vat capacity have greatly contracted the outturn and affected the profits of the distillers.

Question 4.—A number of allegations of adulteration of outstill liquor have been made, but nothing has been proved. Samples have been analysed, but no opium, nicotine, or other poisonous substance has been detected. I do not believe in any adulteration, but I think that the spirit is less wholesome than it should be on account of the presence of fusil oil, due to density of wash and rapid firing, and I think the filthiness of the vessels used and of the raw material must affect the quality of the spirit.

Question 5.—The subject of increased drunkenness has been very carefully examined by the reporting officers, and I do not think it is by any means proved. It is not even always the case that a large proportion of coolies are absent after hât day, and where it is the case it appears to be as much due to laziness after receiving a weekly supply of money as to drunkenness. There is an increase in the number of persons seen drunk, because there has been a large increase in the number of imported coolies, who drink whenever they can afford it, and also because there has been a decrease in illicit manufacture of liquor and smuggling. When a man gets drunk on illicit liquor, he and his friends endeavour to conceal it, which is not the case when he drinks at a licensed liquor shop. There will always be an increase in unconcealed drunkenness when a licit supply of liquor takes the place of smuggling. I think, moreover, that the distance of liquor shops from tea gardens has much to do with drukenness. When a shop is within a mile or so, a man will go there and drink his day's allowance and no more; but if he has to go five or six miles for his liquor, he will not only drink as much as he can hold at a sitting, but will carry away liquor and refresh himself on his way home. The case quoted of a man bringing away six bottles and falling down drunk on his way home would never have happened if the liquor shop had been within a mile or two. Increased drunkenness is due—

(*a*) to an increase in the number of people accustomed to drink liquor;
(*b*) to increased prosperity on the part of garden coolies;
(*c*) not in Darjeeling to insufficient taxation of outstill liquor as it is elsewhere;
(*d*) partly to the minimum retail price being too low;
(*e*) to want of facilities in obtaining liquor in small quantities without going too far for it.

Question 6. Sites of outstills.—The reports will show how very carefully each site is being considered by the local officers. As I have indicated, however, I am not in favour of the removal of liquor shops from the neighbourhood of the people who use liquor, not only because of the likelihood of smuggling, but also, as I have endeavoured to show, because the more troublesome it is to obtain liquor, the more a man will drink on the occasions when he gets it. I do not think a drinking Dhanger coolie will in a month spend more money on drink at a liquor shop within half a mile of his work than at one five miles away, but he will visit it much oftener, and drink a smaller quantity each time, than on his less frequent visits to a more distant shop. While thinking it right, however, that there should be a legitimate supply of liquor, easily accessible, in those localities in which there is a demand, I consider it most objectionable that a liquor shop should be on the roadside or in such a situation as to place temptation in people's way. If a coolie wants liquor, he must have a licensed shop within reach, or else there will be illicit manufacture and smuggling, but the shop should not be so placed as to suggest drinking to any body.

With reference to the charge that outstills and liquor shops have been opened, sometimes in spite of the planters' protests, close to or upon tea gardens, I am of opinion that far too much attention has been paid to planters' protests, and that from the want of licensed facilities for obtaining liquor, there has been a great deal of illicit manufacture and smuggling. I do not think it is by any means generally true that increased facilities have been given for drinking. In some cases outstills have been opened where an increase in the number of drinking coolies called for them, but in many more cases they have not been opened where they were really required. There has undoubtedly been a large increase in the revenue from spirits of late years, but it has been by no means out of proportion to the increase in the number of imported coolies, and even if it had been, I should attribute it to the suppression of smuggling. I do not think that drunkenness on tea gardens is in any way fostered or encouraged by the existing excise arrangements. In Darjeeling and Jalpaiguri the outstill liquor is paying in license fees a duty of more than R4 the gallon of London-proof, and therefore the outstill system has not in those districts as in others reduced the retail price of liquor by insufficient taxation. If the outstills were closed, liquor would be manufactured illicitly or imported from foreign territory to a much greater extent than now; and if manufactured, the coolies would get it R4 a gallon cheaper than the present outstill liquor. The manufacture would be taken up by the *sirdars* or other servants of tea planters. The tea districts are most ill-adapted to the re-introduction of the central distillery system on account of the great facilities for illicit manufacture against which it is the interest of licensed outstill-holders to guard, but from which licensed shopkeepers would obtain their supplies of liquor. The suggestion that the use of liquor should be absolutely prohibited is too absurd to require discussion, as prevention has even in America been found impossible. In Lohardugga I think the minimum retail price of liquor might be raised, though the Deputy Commissioner thinks otherwise.

Bengal—*concld.*

Assam.

[The first portion of the reply from the Chief Commissioner of Assam regarding the subject referred to him in letter No. 1248, dated 9th March 1889, has already been published: see pages 202 to 230 of the reprint of the Supplement to the *Gazette of India*, dated 1st March 1890.]

No. 2870-R., dated 28th Augst 1890.

From—F. C. DAUKES, Esq., Officiating Secretary to the Chief Comissioner of Aesam,
To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I am now directed to reply to your letter No. 1248, dated the 9th March 1889, forwarding copy of Despatch from Her Majesty's Secretary of State for India, No. 13, dated the 31st January 1889, and requesting that arrangements might be made at an early date for a careful and exhaustive enquiry into the facts connected with the excise administration of Assam, which should be of such a character as to place the accuracy of the information obtained beyond question. This office letter No. 3858, dated the 21st October 1889, dealt with one of the questions referred to in the Despatch of Her Majesty's Secretary of State, dated the 31st January 1889, namely, the location of liquor shops and outstills close to or upon tea gardens in spite of planters' protests, and the increase of drunkenness thereby caused among tea garden coolies. The present letter will, therefore, for the most part be confined to the more general question of the country spirit excise adminstration of the Province.

2. To make the enquiry direct by the Government of India, the Chief Commissioner selected Mr. H. S. Driberg, one of the senior Deputy Commissioners in the Province, who had given special attention to excise administration, and otherwise possessed the qualifications required. This selection was in accordance with the views left on record by Sir Dennis Fitzpatrick. The instructions given to Mr. Driberg will be found in the opening paragraph of his special report, a copy * of which is herewith forwarded. So far as the Surma Valley is concerned, the enquiry was conducted under the eye of the Chief Commissioner during the progress of his tour, and the various points which arose in the course of the enquiry were discussed with him almost daily; and in the Assam Valley, which Mr. Quinton subsequently visited, Mr. Driberg was in constant communication with him, so that the general results of the enquiry as embodied in the special report represent the views jointly arrived at by the Chief Commissioner and the officer by whom the enquiry was immediately made. It is therefore unnecessary for the Chief Commissioner to analyse the report at any length. He is fully satisfied that the accuracy of the information recorded by Mr. Driberg is beyond question, and that Mr. Driberg spared no pains to make the enquiry as complete and exhaustive as possible.

* This has been published by the Chief Commissioner with the Excise Administration Report of 1889-90, and can also be obtained separately from the Assam Secretariat Press, Shillong.

3. The enquiry has been directed specially to ascertain what grounds there are for the allegations that the outstill system as adminstered in the province has led to the excessive supply of liquor at low rates. It will be seen that the allegations as to liquor being sold at unduly low prices are exaggerated, and that the present enquiry confirms the conclusions set forth in Mr. Lyall's note, dated the 3rd August 1889, forwarded with my letter No. 2984, dated the 31st August 1889, respecting the high prices of liquor in this Province as compared with Madras and Bombay. In cases where prices have been found to be unreasonably low, Mr. Driberg rightly, as it seems to the Chief Commissioner, attributes this result to causes not inherent in the system itself and capable of removal by executive order. It will be observed that no time has been lost in remedying such defects as were brought to light. On the one hand, the number of shops in the Surma Valley, where low prices prevailed most extensively, has been reduced by 13 (out of a total of 66) in the Sylhet District, and by the same number (out of a total of 50) in the Cachar District; and in the Assam Valley adequate reductions have been made in all cases where they appeared to be called for. This reduction in the number of shops was accompanied by an increase in the upset price at which the shops were offered for sale for the current year, the upset price in the case of the shops retained being so fixed as to include the license fee previously paid by the shops which have been closed. At the same time, where necessary, a condition was attached to the licenses prescribing a minimum price at which liquor should be sold. The remaining recommendations made by Mr. Driberg, that is,

Assam —*contd.* those in regard to regulating the size of the still and appointing an excise establishment for the four principal districts of the Province, will receive the Chief Commissioner's most careful consideration.

4. In the concluding paragraph of this office letter No. 3858, dated the 21st October 1889, Mr. Westland stated that he was hopeful that the result of the cold weather investigations might be to show that the establishment of a central distillery system in substitution for the existing outstill system might be found practicable in a considerable portion of the Province. The present enquiry does not, however, give reason to believe that any such change of system is advisable. In paragraph 24 of his report, Mr. Driberg expersses a strong opinion that the conditions existing in this Province are adverse to the introduction of the sadr distillery system, and in this conclusion Mr. Quinton, from his long experience of the working of the system in the North-West Provinces and Oudh, from his knowledge of this Province gained during his last cold weather tour, and from a perusal of all that has been written on the subject, fully concurs.

5. As regards the location of shops in the neighbourhood of tea gardens, the results of the enquiry are stated in paragraph 20 of the report. To what is there said, read with this office letter No. 3858 of 21st October 1889, the Chief Commissioner has nothing to add, except that every effort will be made by this Administration to remove any reasonable ground for complaint when brought to notice. It must, however, be remembered that the removal of a licensed liquor shop from the neighbourhood of a tea garden does not necessarily involve a cessation or even diminution of drunkenness amongst the garden population. In illustration of this, I am directed to quote the following passage from a note, dated the 23rd August 1890, by Mr. Luttman-Johnson, Commissioner, Assam Valley Districts:—

I lately visited a very out-of-the-way garden—Barpani,—in Nowgong, many miles away from any country spirit shops; indeed no country spirit shop is accessible from it. The manager complained loudly of drunkenness among his coolies, and I myself saw enough to convince me that his complaints are not exaggerated. The liquor is partly distilled and partly fermented, and is obtained in the neighbouring villages.

No. 318, dated 1st October 1890.

From—The Government of India,

To—The Secretary of State for India.

We have the honour to acknowledge receipt of Your Lordship's Despatch No. 13, dated the 31st January 1889, forwarding for consideration five letters from tea planters in Assam, written in reply to a Circular from Messrs. Finlay, Muir & Co., Agents in Calcutta for tea gardens, in which the writers complained of the way in which outstills and liquor shops have been opened, sometimes in spite of the planters' protests, close to or upon tea gardens; and in which they further stated that the facilities for drinking, the evil of drunkenness among tea garden labourers, and the drink revenue have all greatly increased during the last few years.

2. Your Lordship referring to the charges in these letters, and to certain protests previously made by tea planters concerning the excise system and the alleged increase of liquor shops in the Darjeeling District, remarked that there was some apparent discrepancy between the account of matters as given by the planters and those gathered from official reports, and suggested a further and very careful enquiry into the facts and into the need for change in the excise administration of the tea districts both of Assam and Darjeeling.

3. We communicated a copy of the Despatch, with the letters enclosed therewith, to the Governments of Bengal and Assam with a request that a careful and exhaustive enquiry might be made of such a character as to place the accuracy of the information obtained beyond question.

4. In August 1889 we received a letter from the Chief Commissioner of Assam, enclosing a note by Mr. Westland (then Chief Commissioner), in which he discussed the various phases of the excise problem in Assam, and noticed generally the accusations made by the planters. In October a second letter from the Chief Commissioner was received replying more specifically to those accusations. It was stated that the Chief Commissioner had placed an officer on special duty to make a systematic enquiry into excise matters generally, and as affecting the tea industry particularly. The instructions issued to that officer, Mr. Driberg, necessitated his enquiry covering the whole ground of excise administration in Assam. These two letters from the Chief Commissioner were forwarded to Your Lordship as enclosures Nos. 18 or 19 of our Despatch of the 4th February 1890, No. 29.

5. We have since received from Assam Mr. Driberg's report and the comments thereon of the Chief Commissioner of Assam, and from Bengal the report

of the Local Government on the result of enquiries instituted by that Government in accordance with the instructions mentioned in paragraph 3 above, and we now forward copies of those papers.

6. It will be convenient to notice separately the correspondence giving the results of the enquiries made in Bengal and Assam respectively.

7. We take Bengal first. The only districts in which tea is grown extensively in Bengal are Darjeeling and Jalpaiguri. Your Lordship will see from the enclosures that the enquiry into the subject in those two districts has been of a thorough and exhaustive nature. The information on all points contained in the papers forwarded by the Government of Bengal being so complete, we do not propose to lengthen this Despatch by going over the whole ground in detail. We merely state briefly the conclusions.

8. The evidence collected by the Deputy Commissioners of Darjeeling and Jalpaiguri does not support the conclusion that there has been any increase of drinking or of drukenness among the garden coolies in recent years. The opinion held by some observers that drinking and drunkenness have increased is accounted for mainly by the fact that the number of the coolies of the drinking classes has increased very largely, and partly by the fact that when drinking was only possible by obtaining illicit liquor, both the drinking of such untaxed liquor and any consequent drunkenness were carefully concealed as far as possible; while now, when the demand for drink is met by the supply of taxed liquor, there is no such powerful motive for concealment.

9. The facilities for obtaining drink have not been increased. In Darjeeling the number of shops has actually been diminished, while in Jalpaiguri the increase in the number of shops has been in a very much smaller ratio than the increase in the acreage under tea cultivation and in the numbers of the coolies of the drinking classes. The price of the liquor sold for the outstill shops has not been lowered, and is now as high as for the present it is possible to raise it in view of the facilities for illicit distillation and smuggling. The taxation is also as high as it can reasonably be made, and much higher than formerly.

10. The selection of sites for shops has always received careful consideration, and the wishes of the planters in this matter have not been disregarded, but have been allowed weight in all cases in which they were obtainable. Objections made by planters have not always been allowed, but their objections have not been put aside without reason. As an example of a case in which it would be inexpedient to close a shop in deference to the objections of planters, we may refer to paragraphs 13 and 14 in the Report of the District Superintendent of Police, Darjeeling, dated the 27th October 1889. It will be seen that two tea planters object to the location of a shop on or near one of the gardens. But at the same time they have still stronger objections to two shops in Sikkim just over the border, at which liquor is sold at lower prices than at the licensed shop. If the licensed shop were closed, the result would be not to diminish drinking, but to compel the coolies to buy all their liquor from the foreign shops over the Sikkim frontier, where they could obtain it untaxed and cheap.

In the only case in which an officer of Government issued instructions which could be construed as encouraging disregard of the objections of planters, the reason assigned was that those objections did not take account of the facilities for smuggling from across the border, and that to close shops merely because a planter might wish to close them would simply have the effect of substituting illicit for licit consumption. It will be noticed that these instructions were issued without the sanction of superior authority so long ago as 1878, and that only the form, and not the substance of them, is open to question.

11. As an illustration of the evil effects of the outstills, some of the planters stated that the attendance of their coolies on the days following market days is seriously diminished in consequence of the drinking and drunkenness induced by the facilities for drinking afforded at the markets. As to this the evidence does not show satisfactorily that the attendance was seriously or steadily less on the days after market days than on other days; while there are causes, other than drunkenness at the market, which would fully account for any falling off that may have occurred.

12. The charge that the outstill liquor is subjected to injurious adulteration is clearly shown by the evidence to be unfounded.

13. During the enquiries made, the question whether it was desirable to make any radical change in the system of excise in the tea districts was very carefully considered. We have no hesitation in stating that the existing outstill system is that which is best suited to the tea tracts in both Darjeeling and Jalpaiguri, alike in the interests of the Government, the labouring population, and temperance.

The reasons for this conclusion will be found in paragraphs 23 to 27 of the letter of the Board of Revenue. The justice of the conclusion is very strikingly confirmed by the fact that the great majority of the planters of both Darjeeling and Jalpaiguri are in favour of the maintenance of the outstill system in preference to any other.

We are fully alive to the objections which are generally urged against the outstill system. But in many places it is the system which is least open to objection—and indeed the only possible system if any sort of control it attempted. In such places all that can be done is to improve the administration to the fullest possible extent; and to this, as Your Lordship is aware, the Government of Bengal have been devoting great attention.

14. We now proceed to notice the correspondence relating to the enquiries made in Assam. The information regarding that Province also, which is contained in the letters from the Chief Commissioner mentioned in paragraph 4 above and in the enclosures of this Despatch, is very complete; and it is unnecessary for us to do more than indicate the conclusions to be drawn on the various questions. We shall take the several points in the same order as we have done above for Bengal.

15. Regarding the alleged increase of drinking and of drunkenness, the conclusion adopted by the Chief Commissioner of Assam as the result of his prolonged enquiries is that there has been no increase in drinking or drunkenness beyond the normal increase due to the larger number of gardens and garden population, and to the increase in the wealth of the coolies and other classes who have always been addicted to drinking as a habit. Drinking is not now more prevalent than it has been any time within the last twenty years, and the enquiries show that there is now less illicit manufacture and secret drinking.

16. Regarding facilities for drinking, the excise report show that the variations in the number of shops do not support the complaint that facilities for licit drinking have been unduly increased; while it is clear that the facilities which formerly existed for illicit drinking have been greatly reduced. During the last cold weather shops have been closed on the advice of Mr. Driberg wherever it seemed that this course was possible. The price of liquor had been allowed to fall too low in some districts, but it has now been decided to endeavour to enforce a minimum selling price of 6 annas a bottle throughout the Province.

17. As to the charge that licenses for outstills are granted in opposition to the wishes of the planters and in spite of their protests, the Chief Commissioner's letter of the 21st October 1889 contains ample proof that any objections raised by planters to the location of shops have always been considered, and that in many cases the situation of the shops has been changed to meet their wishes. We desire to draw particular attention to the specific charge made by Mr. Fitzgerald under head in the letter which was forwarded with your Despatch of the 31st January 1889. Mr. Fitzgerald thus writes:—

> In fact I know of a case in which Government tried to force a shop on land actually belonging to the garden, and it was only after a long fight that the manager won the day.

It will be seen that this charge related to a shop on a garden called Nagagulli. The manager of that garden not only had no objection to the location of the shop on the garden, but was at least satisfied with the arrangement

so long as the shop was leased to one of his own native officials. When the Deputy Commissioner granted the license to another person, the difficulty that arose was not due to the planter's objection to the location of the shop, but was a consequence of the new lessee declining to pay the rent which the planter demanded. The shop has never been opened on the garden since the difficulty arose in spite of the subsequent offer of the planter to give a site on payment of R25 a month.

In connection with this subject, the statements in paragraph 20 of Mr. Driberg's report deserve Your Lordship's attention, and are significant as showing that the foundation of the clamour against the excise arrangements of the Government is sometimes to be sought in other motives than an honest desire to promote temperance.

18. As regards the complaint dealt with in the preceding paragraph, we also invite attention to paragraphs 25 to 35 of the note enclosed in the Chief Commissioner's letter of 31st August 1889. It will be seen that in 1879 and subsequent years the Government of Assam made an attempt to enlist the active aid of the tea planters throughout the province in the control of spirit shops, and that the attempt failed only in consequence of the attitude of the planters. The orders which have been in force for some time in Assam require the district officers to place themselves in communication with planters whose coolies are likely to supply themselves with liquor from any shops which it is proposed to license, the object being to secure the co-operation of the planter in the control of the shop, and to give him an opportunity of urging any objections he may entertain to its location or establishment.

19. In Assam the enquiries into the allegation that the attendance of coolies on days after market days is diminished in consequence of the facilities for obtaining drink at the market have not been so complete as in Bengal. But the references to this complaint, so far as they go, support the conclusions drawn from the Bengal enquiries in paragraph 11 above.

It is also satisfactorily established that the charge of adulterating the liquor sold to the public is unfounded.

20. In Assam, as in the Darjeeling and Jalpaiguri districts of Bengal, the conclusion is clear that the outstill system of excise is that which is most suitable to the circumstances of the Province. It will be seen that Mr. Driberg has made several suggestions for the improvement of the administration of that system, and that these have been adopted by the Chief Commissioner.

21. The consideration of the reports from Bengal and Assam in this matter leads in our opinion irresistibly to the conclusion that the accusations made against the excise administration in the tea districts in the enclosures of Your Lordship's despatch of 31st January 1889 are for the most part unfounded and in all cases exaggerated. Nevertheless, we do not regret that these complaints have been made, because the enquiries that ensued have brought the planters into closer communication with the district authorities on the subject, with the result that they have been brought to look into the complex questions of excise administration from more than one point of view, to understand the difficulties with which the district officers have to contend, and have thus acquired information which qualifies them to advise and assist the Government in the future.

22. In conclusion, we invite attention to the last paragraph of the letter from the Board of Revenue, Lower Provinces, in which the request is preferred that the names of those gentlemen who have given evidence before the local authorities may be regarded as confidential. The planters concerned were anxious that their names should not be disclosed to their employers lest the fact that their evidence did not support the declared views of the proprietors of the gardens might in some cases prove detrimental to their interests. On this account we have omitted from the enclosures of this despatch which relate to Bengal the names of persons or gardens in all cases where the retention of them would have given a clue to the identity of any witness.

III.

Correspondence regarding the proposed establishment of an out-still in the Chengmari Tea Garden in the Julpaiguri District.

No. 50 (Revenue), dated 26th June, 1890.

From—The Secretary of State for India,
To—The Government of India.

I forward for Your Excellency's information copies of paper* concerning a proposal to establish an outstill on the Chengmari Tea Garden in Jalpaiguri against the wishes of the proprietor and his neighbours. I shall be glad to learnwhat are the facts of the case.

*Dr. McMurtrie's letter, dated 11th June, with enclosure.
Reply to Dr. McMurtrie, dated 25th June.

2. I have not yet received a reply from your Government to my despatch No. 13, dated 31st January 1889, on the subject of complaints made regarding liquor shops and drunkenness in the tea districts.

Dated 11th June, 1890.

From—The Revd. J. McMurtrie, DD., Foreign Mission Offices, Edinburgh,
To—The Secretary of State for India.

I have the honour to enclose a copy of an official order from Major H. Boileau, Deputy Commissioner, Jalpaiguri, India, to W. A. J. Thomson, Esq., Manager of the Chengmari Tea Estate, Dooars, near Darjeeling, requiring Mr. Thomson to admit an outstill and a Government market on the estate.

This order has been submitted to the Foreign Mission Committee of the Church of Scotland by Mr. Thomas H. Watson, 5, Oswald Street, Glasgow, one of the proprietors of the Chengmari Tea Estate. Both this estate and the other tea gardens in the neighbourhood are principally owned by Scotsmen. The Managers are also Scotsmen, and have mostly become total abstainers, from a desire to save their people from drunkenness.

Mr. Watson writes as follows:—

On these tea gardens several hundreds of native labourers are gathered and remain for some years under European influence, then go home taking with them what is to them a considerable sum of money and having the prestige of being travelled men, and then men of influence in their native villages.

It is therefore of special moment that these people should be delivered from the contaminating influences of a drink-shop, the results of which must be most hurtful to their moral and physical interests and a very serious hindrance to their spiritual welfare, rendering the work of missionaries more difficult and less fruitful.

The Foreign Mission Committee are deeply interested in this matter, as they have a large and hitherto very successful mission in the Darjeeling and adjoining district. Their mission has now about 1,200 Native Christians who have been gained from heathenism. Their missionaries visit the Chengmari Tea Estate and other gardens in the locality, and many of the proprietors and managers are supporters of the mission. The missionaries bear strong and unanimous testimony to the prejudicial effect of the planting of outstills among their converts and the natives generally, which they describe as a system that is ruining their work; and they are striving to counteract it by forming Total Abstinence Associations, and by being themselves, without exception, abstainers.

May I therefore very respectfully express the hope that Your Lordship will be good enough to give such instructions as will save the Chengmari Tea Estate, and other similarly situated estates in the Darjeeling District, from the introduction of the outstill system, against the wishes of proprietors!

Dated 22nd April, 1890.

From—Major H. Boileau, Deputy Commissioner, Julpaiguri.
To—The Manager of the Chengmari Tea Estate, Dooars.

Revenue Department Land Acquisition.

I have the honour to inform you that a piece of land, measuring about 6 acres, is required in the Chengmari grant for the purpose of an outstill and a Government market. I have directed the Sub-Deputy Collector in charge of survey of tea lands to make necessary arrangements for the acquisition of the land required by Government in consultation with you. Be pleased therefore to help the Sub-Deputy Collector, if necessary, in the matter. I have also requested him to give immediate possession to the Excise Department going personally on the spot.

Dated 25th June, 1890.

From—A. Godley, Esq., Under-Secretary of State for India.
To—The Revd. J. McMurtrie, D.D., Foreign Mission Offices, Edinburgh.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter, dated the 11th June, concerning a proposal made by the Revenue authorities of the Jalpaiguri District to establish an outstill and liquor shop on the Chengmari Tea Garden against the wish of the proprietors of Chengmari and other surrounding gardens. It is not clear from your letter and its enclosure how the neighbouring planters made known their views to the Deputy Commissioner, or what action was taken by him upon their protests.

Viscount Cross is not in possession of any information on the subject beyond that given by you, but he will forward a copy of your letter to the Government of India in order that enquiry may be made.

No. 3906, dated 13th August, 1890.

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

Read—

Despatch from Her Majesty's Secretary of State, No. 50 (Revenue), dated the 26th June, 1890.

Ordered, that extract paragraph 1, together with the enclosures referred to therein, be forwarded to the Government of Bengal, with a request for an early report on the facts of the case mentioned.

No. E. $\frac{1-P.}{17}$ 7, dated 26th August, 1890.

From—H. J. S. Cotton, Esq., Secretary to the Government of Bengal, Financial Department,
To—The Secretary to the Government of India, Finance and Commerce Department.

I am directed to acknowledge the receipt of the Resolution No. 3906, dated 13th August 1890, forwarding a Despatch from the Secretary of State, No. 50, dated 26th June 1890, with its enclosures, on the subject of the proposed establishment of an outstill and Government market on the Chengmari Tea Garden in Jalpaiguri, and calling for an early report on the facts of the case.

2. In reply, I am to submit, for the information of the Government of India, a copy of a memorial of Messrs. Octavius, Steel & Co. on this subject, dated 30th April 1890, of the order of the Lieutenant-Governor calling for a report from the Board, and of the Board's report, dated 8th August 1890, with its enclosures, in which all the facts of the case are fully disclosed. It will be seen that in forwarding the memorial for report in May last, the Lieutenant-Governor observed that it was very undesirable to force outstills on particular gardens which object to their introduction, and I am now directed to say that Sir Steuart Bayley entirely concurs with the view expressed by the Board of Revenue that the outstill to which objection has been taken by the proprietors of the Chengmari Tea Estate should not be established in that garden. The Deputy Commissioner of Jalpaiguri will therefore be instructed to refrain from taking further steps in the direction of opening an outstill on the estate.

3. At the same time the Lieutenant-Governor invites attention to the circumstances explained in the reports of the Excise Commissioner and of the Deputy Commissioner of Jalpaiguri under which the establishment of an outstill was proposed. There can be no doubt that the coolies employed on the Chengmari estate and in other neighbouring tea gardens on the British frontier, who belong to the drinking classes, obtain their supplies of liquor from outstills in Bhutan, and that spirits for their consumption are smuggled across the border. The object of establishing a Government outstill, for which a monthly license fee of Rl00 had been offered, was to put a stop to this clandestine traffic and to replace illicit spirit, which is often of a very deleterious character by liquor manufactured under Government restrictions, and taxed under the excise law. It is obviously to the interest of the sardars and other native subordinates on the tea gardens to connive at contraband profits. The Government has, however, now decided, on considerations of general policy, the expediency of which is beyond dispute, not to allow an outstill to be forced on a reluctant garden, and it only remains for the local excise authorities to take special measures for the prevention of smuggling into these gardens. If necessary, the Lieutenant-Governor is prepared to sanction an additional establishment for the purpose. The Board will also be desired to take action, as they suggest, by explaining the difficulties of the Department to the proprietors, and asking their active co-operation in preventing contraband liquor from being smuggled over the Bhutan frontier.

4. I am to add that the Lieutenant-Governor is most anxious not to take any measure which can be interpreted into a desire to establish outstills where they are not really necessary, or to stimulate in any way the natural demand of the drinking population. The present case affords a very good example of the difficulties with which the Excise Department, when actuated by the most proper motives, has to contend in deciding upon the location of outstills and

shops upon a frontier across the border of which the excise regulations established by this Government are not in force.

5. A copy of this letter has been transmitted to the Board of Revenue for the issue of necessary orders, and a copy of the correspondence has also been sent to Messrs. Octavius, Steel & Co. and to the Honorary Secretary of the Dooars Planters' Association for their information.

Dated 30th April, 1890.

From—Messrs. Octavius Steel & Co., Calcutta,

To— The Private Secretary to His Honour the Lieutenant-Governor of Bengal.

As the Managing Agents and part owners of the Chengmari Tea Company (Limited), Western Dooars, we beg leave to submit copy of the document noted in the margin, intimating peremptorily the intention of Government to take up land now in the possession of the Company, and to give immediate entry thereon to the Excise Department.

Letter No. 232-G. from Major H. Boileau, Deputy Commissioner, Jalpaiguri. To W. A. J. Thomson, Esq., Manager of the Chengmari Tea Estate, Dooars.

Our reply thereto is also attached.

2. We would submit to His Honour that no action of the Local Government could be more prejudicial to the welfare of the 600 or 700 coolies on the Chengmari estates or to the interests of the proprietors, the tenants of Government, than this enforced still establishment.

Our experience as settlers in the Dooars goes back to 1874, and during that time we can point to nothing that has so retarded the progress of the district and the settlement of its labour as the spendthrift and degraded habits directly due, as we believe, to the facilities forced on the people for the obtaining of liquor from Government stills.

3. We had hoped that the opinions of owners, agents and planters alike on this question during recent years would have induced consideration by Government of the hardship and harm of which we complain, and in this particular instance, where we are conscious that the effects we have named will follow with absolute certainty on the intention of the Local Government, we would ask that His Honour authorise postponement and call for investigation of the rights of this appeal.

No. 232-G., dated 22nd April, 1890.

From—Major H. Boileau, Deputy Commissioner, Jalpaiguri.

To—The Manager of the Chengmari Tea Estate, Dooars.

I have the honor to inform you that a piece of land measuring about 6 acres is required in the Chengmari grant for the purpose of an outstill and a Government market. I have directed the Sub-Deputy Collector in charge of survey of tea lands to make necessary arrangements for the acquisition of the land required by Government in consultation with you. Be pleased, therefore, to help the Sub-Deputy Collector, if necessary, in the matter. I have also requested him to give immediate possession to the Excise Department, going personally on the spot.

Dated 28th April, 1890.

From—Messrs. Octavius Steel & Co., Calcutta,

To—The Deputy Commissioner, Jalpaiguri.

[Your No. 232-G. of 22nd current addressed to W. A. J. Thomson, Esq., Manager of the Chengmari Tea Estate, Dooars.]

We have the honour to request that you will issue orders that no steps be taken in this matter pending a reference now being made by us to the Lieutenant-Governor.

2. We oppose the establishment of a Government still in this proximity to our estates for the following reasons :—

(*a*) A still is not called for by the lessees of the land, nor by the settlers and labourers thereon.

(*b*) These labourers and settlers have been brought together by us at great expense, a portion of them from Ganjam in the Madras Presidency, for the purpose of opening up the land under tea: work on the garden has only been begun a few months, and the labour is quite unsettled as yet. Our experience in the district during the past 16 years has shown plainly that the forced introduction of liquor by Government into private or public bazars has had disastrous effect on our tea garden labour, and this would in the present instance tell to the greater prejudice of the prospects of these estates, seeing that labour throughout the district is this season unprecedentedly short.

(*c*) The encouragement to intemperance and debauch given by these stills is most harmful of all perhaps to the coolies themselves. People freshly settled from their countries have saved no money wherewith really to afford drink; the impoverished condition of many, and the uselessness as labourers to which a section of them become reduced, are directly due in our experience to the facilities for drinking which the Government liquor shop thrusts on them.

(*d*) The effect of the establishment of this still would in our opinion be to seriously imperil the prospects of the Chengmari Estate, for the formation of which and development of the grants, of which the Company is the tenant of Government, we have with our friends subscribed five lakhs of rupees.

No. Ex. 1-P—17-2, dated 21st May, 1890.

Endorsed by the Government of Bengal, Financial Department.

Forwarded* to the Secretary to the Board of Revenue, Miscellaneous Department, for the favour of a report. The Lieutenant-Governor considers it very undesirable to force outstills on particular gardens which object, if it can be avoided.

* Letter from Octavius Steel & Co., Calcutta, dated the 30th April 1890.

The return of the original paper is requested.

No. 577- B., dated 8th August, 1890.

From—K. G. Gupta, Esq., Secretary to the Board of Revenue, Lower Provinces,

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to acknowledge the receipt of Government Order No. Ex. 1-P.—17-2, dated 21st May last, forwarding for report a representation from Messrs. Octavius Steel & Co., Calcutta, Managing Agents and part owners of the Chengmari Tea Estate, Dooars, on the subject of the acquisition by Government of land on that estate for the purpose of establishing an outstill.

2. In reply, I am desired to say that the Board consulted the Excise Commissioner on the subject. That officer's report of the 18th ultimo, No. 2032, is submitted herewith for the information of Government.

3. The Board cannot altogether agree with the Excise Commissioner. It is no doubt unsatisfactory that contraband liquor should find its way into the Dooars, but at the same time the establishment of an outstill on land acquired by Government from the garden will undoubtedly facilitate drinking by the coolies, who will be able to get liquor much more easily and readily than if they have to depend upon a precarious supply smuggled over the frontier.

4. The Board cannot recommend the forcing an outstill on a reluctant garden by the agency of the Land Acquisition Act. Sir Henry Harrison would prefer to explain the difficulties of the Department to the proprietors, and ask for their active co-operation in preventing any liquor being smuggled over the frontier, warning them that, unless the efforts to check this prove successful, it may be necessary to establish an outstill somewhere in the neighbourhood.

5. The original enclosure of the Government order under reply is returned herewith.

No. 2032, dated 18th July, 1890.

From—E. V. Westmacott, Esq., Commissioner of Excise, Bengal,

To—The Secretary to the Board of Revenue, Lower Provinces.

With reference to your No. 838-B. of 28th May 1890, and enclosure as per margin, I have the honour to forward to the Board copy of a report submitted by the Deputy Commissioner of Jalpaiguri (his No. 117-E. of 14th July 1890), and to say that I agree with the Deputy Commissioner in thinking it necessary that an outstill should be established in the locality referred to. The proposal was submitted to the Board with other proposed settlements for 1890-91, and approved on the 7th March last. If there were the slightest grounds for believing that the establishment of an outstill would bring liquor within the reach of labourers who now have none, I would not recommend it; but being assured that a plentiful supply of cheap liquor is now being smuggled from Bhutan, that the revenue is being defrauded, and that the labourers are not kept out of temptation, I have no hesitation in saying that an outstill is required. I think it extremely probable that the smuggling is in the hands of some of the servants of the tea gardens, who are interested in impressing upon their masters the evils attending the establishment of an outstill, and who ingeniously conceal the effects of drinking smuggled liquor among the labourers. I do not suppose that Messrs. Octavius Steel & Co. are aware of this, but am none the less of opinion that careful enquiry would prove it. The Sub-divisional Officer, as quoted by the Deputy Commissioner, says :—

Government Order No. Ex. 1-P—17-2 of 21st May, 1890, with the petition of Messrs. Octavius, Steel & Co., dated 30th April 1890, and its enclosures.

The managers are in a way completely in the hands of Dalchand, &c.

This I do not think probable, but I do not think that it is the case with the subordinates of the managers. I am entirely opposed to giving facilities for drinking where none exist at present, but this is only a case of substituting a licit supply of liquor for smuggling, and the circumstances are such as to call urgently for the establishment of an outstill in spite of the

protests of the owners of tea gardens. In the face of the fact that Bhutan liquor is being sold in the gardens at two annas the quart bottle, it is absurd to speak of the facilities forced on the people for the obtaining of liquor from Government stills.

No. 117-E., dated 14th July, 1890.

From—MAJOR H. BOILEAU, Deputy Commissioner of Jalpaiguri,

To—The Commissioner of Excise, Bengal.

In reply to your No. 1140, dated 31st May 1890, forwarding in original Board's No. 838-B., dated 28th May 1890, and its enclosures, I have the honour to report as follows.

2. In his letter No. 58-E., dated 20th and 22nd November 1888, the Sub-divisional Officer of Alipur recommended that an outstill shop should be opened at Luksan, as illicit liquor is brought into Luksan market. Mr. Sunder, the Sub-divisional Officer, in his letter No. 37-E., dated 3rd July 1889, writes :—

I find that a large quantity of Bhutan liquor is supplied daily to the coolies of all the gardens lying between the Jaldacca and Tarsa rivers * * * *. There are several outstill shops in Bhutan territory which are kept by Paharias, Bhutias, and Lepchas. These people pay the Bhutan Government a fee of 12 annas annually for the shops. The shops are under one Karabir Paharia, Nando Paharia and Dalchand Paharia * * *. The managers are in a way completely in the hands of Dalchand, Karabir, and Nando * * *. For this reason the managers of the gardens do not care to prevent the sale of the Bhutan liquor in their gardens, although all of them know of the existence of the Bhutan shops, and that their coolies get most of their supply of liquor from these shops * * *. The Bhutan liquor sells at two annas per quart bottle.

3. Mr. Sunder, in his letter No. 26-E., dated 12th June 1889, to the address of Mr. Thompson, Manager of the Luksan Tea Estate, writes :—

I find that it (Bhutan liquor) is made from *marua* and Indian corn, and is strengthened with *dhatura* and other poisonous articles, which must injuriously affect the health of your coolies and cause loss to your garden.

4. Under all these circumstances, a shop was recommended for Luksan for the year 1889-90, and was sanctioned by the Board; but the shop could not be opened for want of a site, as Mr. Thompson, the manager, objected to it.

5. In the settlement proposal for the year 1890-91 (letter No. 80-E., dated 14th December 1889) the Sub-divisional Officer writes :—

I also ask that a new outstill be opened next year at Chengmari, north-east of the Luksan Tea Estate to stop the large amount of Bhutan liquor which is now coming into the above gardens. Two outstills close to the frontier on Bhutan territory are kept up by one Nando Paharia, and are supplying liquor daily to the coolies of Chengmari, Carron, and Luksan gardens. On the understanding that there will not be much difficulty to obtain a site in Chengmari, an outstill shop was recommended for Chengmari for the year 1890-91. This shop was sanctioned by the Board, and settled with one Bhurasi Ram on a monthly license fee of ₹100. But it has not yet been opened for want of a site.

6. I have not the least hesitation in saying that Bhutan liquor comes regularly into the Hope-Nagrakata, Chapaguri, Sukanbari, Bhagatpur, Gatia, and Luksan Tea Estates, and the gardens opened by the Carron Tea Company and Octavius Steel & Co. between the Dinah and Kuji Dinah rivers. In order to prevent it to some extent and to secure revenue for Government, an outstill shop is absolutely necessary in the neighbourhood of Luksan or Chengmari.

7. There were several prosecutions for smuggling of Bhutan liquor in the neighbourhood of Nagrakata, Luksan, and Chengmari. There were 19 cases during 1889-90, 8 cases in 1888-89, and 9 cases in 1887-88. Thus as many cases were detected by our present detective establishment, which is quite insufficient, and it can be fairly presumed that a good many cases are escaping detection.

8. I would further add that there is some mistake as to the intention to take up 6 acres for the establishment of a market, and also an outstill. It was originally intended to take up not less than 50 acres for this purpose, and more recently Mr. Sunder, the Settlement Officer, proposed that 275 acres should be reserved for Government purposes. To this proposal Messrs. Octavius, Steel & Co., through Mr. Hutchinson, their Manager, have strongly objected on the ground that the land is too valuable to them.

9. It is now under consideration what area of land can be taken up that will answer the purpose without injuring unduly the interest of the lessees. As regards the necessity of establishing an outstill, I have only to say that he non-establishment of one does not prevent all the coolies referred to on the Chengmari and neighbouring estates from obtaining country liquor. This they obtain from Bhutan, the only check to this smuggling being the occasional visits of excise officers. I do not hesitate to say that managers know full well that such smuggled liquor is obtained by their coolies. This being so, I would venture to observe that the establishment of an outstill would check such smuggling, and would at the same time give to those who require it a supply of country liquor under certain restrictions. The liquor would be of a better description, and would be supplied at a higher rate, thereby to a certain extent checking undue consumption.

10. I beg to say that the supply of such liquor will not be prejudicial to the welfare of the coolies, nor to the interests of the proprietors. The coolies must have liquor; they are men of

the drinking classes; and, if liquor is not obtainable, they will make every effort to procure it. I may state that some other managers recognised this fact fully.

11. Board's No. 838 B., dated 28th May 1890, and its enclosures in original received with your letter under reply, are herewith returned.

No. 316, dated 1st October 1890.

From—The Government of India,

To—The Secretary of State for India.

We have the honour to acknowledge the receipt of Your Lordship's Despatch No. 50 (Revenue), dated the 26th June 1890, forwarding copies of papers regarding the establishment of an outstill on the Chengmari Tea Garden in Jalpaiguri against the wishes of the proprietor and his neighbours.

2. We enclose copy of papers received from the Government of Bengal on the subject, from which it will be seen that the establishment of the outstill was proposed with the object of substituting taxed for smuggled liquor; but that, in deference to the wishes of the owners of the garden, the Government decided that the shop should not be opened.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1890.

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.	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.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	11 1	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14⅜	17 14⅜
Moulmein and Amherst	7 14	7 14	...	...	10 6	10 6	12 2	12 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	18 11	19 12
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 4	10 4	15 0	15 0	...	...	...	...	...	...	...	...	11 3	11 3	...	...	...	...	157 0	157 0	16 0	16 0
Rangoon	7 6	7 6	...	...	9 4	11 2	11 2	12 1	...	...	...	...	...	...	...	...	12 10	12 10	...	...	...	...	250 0	250 0	14 3	14 3
Thôngwa	...	...	...	...	10 11	10 12	12 1	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	12 15	13 0	18 0	16 5	...	...	...	...	...	...	...	...	11 7	11 7	...	...	...	...	219 9	230 0	16 10	15 12
Pegu (inland)—																										
Shwegyin	...	...	...	...	10 10	9 13	11 5	10 6	...	...	...	...	...	...	...	...	...	...	...	...	8 6	8 6	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	12 0	12 5	14 10	14 6	...	...	...	...	...	...	...	...	12 3	12 0	...	...	...	...	450 0	450 0	14 6	14 3
Henzada	...	...	...	...	12 10	12 10	12 10	12 10	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 12	11 3	15 9	15 9	...	...	...	...	...	...	...	...	11 14	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	11 3	...	...	15 9	15 9	17 4	17 4	...	...	...	...	...	...	...	...	16 0	16 0	50 2	56 6	...	...	392 0	392 0	11 9	11 9
Upper Burma—																										
Mandalay	10 0	10 14	...	...	11 7	10 14	12 10	12 0	...	...	...	...	...	...	...	...	10 0	9 10	22 13	22 13	8 9	8 9	60 0	65 0	16 14	15 3
Arakan—																										
Sandoway	...	...	...	...	27 0	25 6	30 13	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	14 0	12 0
Kyaukpyu	...	...	...	...	18 14	19 9	20 6	21 2	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	16 8	16 8
Akyab	...	...	...	...	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	9 0	9 0	140 0	140 0	11 0	11 0
Assam—																										
Surma—																										
Sylhet	12 4	13 4	...	...	10 12	10 0	14 8	12 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	108 0	108 0	9 12	9 12
Cachar	8 14	8 0	...	...	10 0	9 6	12 0	12 8	...	...	...	...	...	...	...	...	13 5	13 8	...	...	...	...	80 0	80 0	9 6	9 6
Khási and Jaintiá Hills	...	...	...	...	5 8	5 0	6 8	7 0	...	...	...	...	...	...	...	...	8 8	8 0	16 0	16 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goalpára	16 0	16 0	...	...	7 0	7 0	13 0	12 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	18 0	15 0	80 0	80 0	9 0	9 0
Kámrúp	10 0	10 0	...	...	8 0	8 0	13 0	14 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	10 0	9 0
Darrang	7 0	7 0	...	...	13 9	13 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	150 0	150 0	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	10 0	...	...	...	...	120 0	120 0	8 0	9 0
Sibsagar	...	...	...	...	6 8	6 8	17 0	18 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	40 0	40 0	8 0	8 0
Lakhimpur	...	...	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	13 0	13 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Sikkim Hill frontier—																										
Chittagong Hill Tracts	...	...	...	...	100 5	10 5	11 6½	11 6½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	...	...	...	...	...	...	...	...	(a)	(a)	...	...	...	...	...	...	(a)	(a)
Khásí Hills	...	...	...	...	4 0	3 0	8 0	8 0	...	...	...	...	...	...	...	...	4 8	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	12 4	11 12	13 4	13 4	...	...	...	...	...	...	...	...	17 0	17 4	...	...	13 0*	13 0*	100 0	100 0	10 10	10 10
Noakholly	...	...	...	...	14 8	14 0	16 0	15 0	...	...	...	...	...	...	...	...	13 0	11 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	12 0	11 0	...	...	11 0	12 0	15 14	15 12	...	...	...	...	...	...	...	...	12 8	13 0	...	...	...	...	110 0	110 0	10 0	10 0
Tipperah	10 0	10 0	...	...	11 7	10 0	16 0	13 14½	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 7	10 0	...	...	10 0	10 0
Dacca	12 0	12 0	14 0	14 0	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	120 0	120 0	9 12	9 12
Mymensingh	13 4	12 0	...	...	10 0	10 0	12 12	13 0	...	...	...	...	...	...	...	...	14 8	14 0	...	...	13 0	10 0	...	...	9 8	9 8
Deltaic—																										
Khoolna	...	...	...	...	12 8	12 0	15 0	14 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	8 0	8 0
24-Pergunnahs	13 0	14 0	18 0	20 0	8 0	8 0	15 0	15 0	...	...	...	...	...	...	7 0	7 0	18 0	20 0	...	...	15 0	14 8	100 0	100 0	10 12	10 12
Midnapore	10 8	10 8	...	...	13 0	13 0	16 0	16 12	...	...	...	...	...	...	...	...	16 4	16 0	...	...	11 8	12 0	110 0	120 0	10 8	10 8
Howrah	...	...	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	18 12	20 0	...	...	11 4	12 8	100 0	100 0	10 8	10 8
Calcutta	13 3	13 6	17 10	17 15	8 10	8 12	13 3	13 1	16 0	...	10	8 14	...	...	8 15	8 14	16 11	17 7	16 0	17 13	14 2	15 6	90 0	90 4	10 10	10 4
Hooghly	13 0	13 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 10	15 4	17 12	16 0	11 6	11 6	15 4	13 10	...	...	...	...	...	...	...	...	22 0	20 10	...	...	16 0	16 0	...	...	9 13	9 13
Jessore	13 0	13 0	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 2
Furreedpore	18 0	16 0	25 0	20 0	12 0	10 0	14 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	13 0	10 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	13 12	14 0	18 0	18 6	17 0	17 0	20 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	30 0	32 0	16 0	18 0	280 0	280 0	10 8	10 8
Burdwan	14 0	14 0	...	...	12 12	12 6	16 2	16 9	...	...	...	...	...	...	...	...	18 0	18 12	...	...	18 0	18 8	100 0	100 0	11 2¼	11 2¼
Beerbhoom	17 4	17 4	...	...	13 8	13 8	16 8	16 8	...	...	...	...	...	...	...	...	17 4	18 12	...	...	13 8	13 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	16 0	16 0	200 0	200 0	10 12	10 12
Sonthal Pergunnahs	14 0	14 0	...	...	13 0	12 0	20 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	21 0	21 0	20 0	21 0	200 0	200 0	9 0	9 0
Pubna	18 12	18 0	...	...	7 5	7 5	15 8	14 4	...	...	...	...	...	...	...	...	18 0	19 0	...	...	17 4	17 4	200 0	200 0	8 15	8 11½
Bogra	15 0	15 0	...	...	12 0	12 0	15 12	14 4	...	...	...	...	...	...	...	...	15 0	15 15	...	...	...	...	90 0	90 0	9 0	9 12
Rajshahye	16 8	16 8	24 0	19 8	12 12	12 12	15 15	15 0	...	...	...	...	...	...	...	...	20 12	21 0	...	...	17 12	18 4	240 0	240 0	9 9	9 9
Maldah	17 0	18 0	...	...	11 0	11 0	15 8	16 0	...	...	...	...	...	...	...	...	20 0	21 0	...	...	...	...	120 0	120 0	9 0	9 0
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	9 6	13 5	13 5	...	...	...	...	...	...	...	...	12 4	12 4	...	...	10 10	10 10	100 0	100 0	9 6	9 6
Dinagepore	15 10	15 10	18 0	21 12	15 0	13 4	18 0	16 12	...	...	...	...	...	...	...	...	16 0	17 8	...	...	15 10	15 10	160 0	160 0	10 0	10 0
Jalpáiguri	13 0	13 0	16 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	200 0	200 0	10 0	9 0
Darjeeling	8 0	8 0	10 0	9 0	5 0	5 0	13 0	12 0	...	...	...	...	16 0	15 0	...	...	10 0	11 0	20 0	20 0	10 0	10 0	120 0	120 0	8 0	8 0
Orissa—																										
Pooree	14 7	14 7	...	...	14 7	14 7	21 0	21 0	...	...	...	...	...	...	...	...	14 7	13 2	...	...	17 12	17 12	80 0	80 0	9 13	9 13
Cuttack	13 2	14 7	...	...	10 8	10 8	18 6	21 0	...	...	...	...	...	...	...	...	14 7	15 12	...	...	18 6	19 11	80 0	80 0	11 0	11 0
Balasore	15 0	15 0	13 0	13 0	13 0	12 0	22 0	22 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singhbhoom	16 0	12 0	20 0	17 0	14 0	14 0	16 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	20 0	18 0	21 0	240 0	240 0	9 0	9 0
Manbhoom	13 5	13 5	28 0	28 0	13 0	13 0	23 0	20 8	...	...	...	...	...	...	...	...	16 0	16 8	26 0	...	16 0	18 0	200 0	200 0	9 14	9 14
Lohardugga	13 0	{ 8 0 to 14 0 }	21 0	†	{ 13 12 to 16 0 }	13 8	18 0	16 0	...	...	...	...	40 0	42 0	...	...	14 0	{ 12 8 to 16 0 }	28 8	34 0	24 8	22 0	130 0	130 0	9 0	9 0
Hazáribágh	14 0	14 0	16 0	17 0	10 0	10 0	{ 19 0 to 21 0 }	{ 16 0 to 20 0 }	...	...	...	...	30 0	29 0	...	...	17 0	15 8	25 0	20 0	20 0	20 0	240 0	240 0	8 0	8 0

(*a*) Not stated.

* Chaulsari, husked.

† Not sold.

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.
Bengal—*continued*.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Behar, south—																										
Monghyr	15 12	16 12	17 13	16 12	11 0	11 0	14 11	15 3	...	...	...	...	...	...	14 11	14 11	21 0	21 0	21 0	21 0	17 13	16 12	168 0	168 0	9 15	9 15
Gya	15 8	15 4	19 0	18 12	10 0	10 0	17 0	17 0	...	...	...	...	...	...	15 0	14 12	19 0	18 0	...	...	17 0	16 8	160 0	160 0	10 0	10 0
Patna	15 12 to 17 2	15 12 to 16 12	19 0	17 0	11 0	11 0	17 0	16 4	...	...	...	...	...	22 0	16 0	16 0	19 0	19 8	19 0	21 0	...	19 0	130 0	120 0	9 8	10 0
Shahabad	15 8	15 8	16 0	16 0	9 0	9 0	15 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	17 0	17 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	15 0	16 0	...	...	15 0	15 0	17 0	17 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	14 0	15 0	130 0	130 0	9 0	9 0
Bhágalpur	16 7	16 6	18 15	20 3	10 1 to 12 10	10 11 to 12 10	12 10 to 15 2	13 14 to 15 12	...	...	...	...	...	...	...	...	20 3	20 13	21 7	21 7	17 11	18 10	151 8	151 8	10 8	10 0
Durbhunga	14 0	13 4	17 9	16 8	12 0	13 0	16 8	16 8	...	...	...	...	26 7	26 0	...	...	19 12	19 0	19 12	20 0	17 0	17 0	160 0	160 0	11 0	11 0
Mozufferpore	16 0	16 0	17 0	18 0	8 0	9 0	14 0	14 0	...	...	...	...	25 0	24 0	...	...	16 0	17 0	18 0	18 0	16 0	20 0	160 0	160 0	10 0	10 0
Sarun	14 8	15 8	16 8	16 0	8 8	8 4	14 14	14 8	...	...	...	...	21 0	22 0	14 0	14 0	17 4	17 4	18 0	17 8	16 4	17 12	180 0	180 0	10 4	10 4
Chumparun	16 0	16 0	21 0	19 0	9 0	9 0	17 0	16 0	...	...	...	...	28 0	28 0	...	...	19 0	18 0	20 0	21 0	17 0	17 8	160 0	160 0	10 0	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	15 0	15 0	8 0	8 0	14 0	13 6	16 0	12 0	17 0	15 0	...	...	16 0	16 0	17 0	17 0	18 0	16 0	18 0	19 0	100 0	90 0	10 0	9 8
Benares	13 13	13 13	15 7	15 3	9 8	9 8	14 10	13 13	17 14	14 14½	17 1	15 3	13 9	13 13	14 4	14 8	16 13	16 0	18 11	16 13	19 8	20 1	120 0	120 0	10 6½	10 6½
Ghazipur	15 7	15 7	17 6	17 6	7 12	7 12	11 0	11 0	16 12	18 0	12 14	12 4	25 12	25 12	15 7	19 5	18 0	18 11	18 0	18 8	18 10	19 5	154 0	154 0	9 10	9 10
Jaunpur	12 8	12 0	14 8	14 8	7 0	7 0	9 8	9 8	15 0	...	...	...	18 0	18 0	...	...	15 0	15 0	15 0	14 0	16 0	15 8	170 0	180 0	11 8	11 8
Allahabad	12 14	13 0	16 0	15 8	7 8	7 8	14 0	12 8	18 0	15 0	17 0	16 0	19 0	19 0	18 0	17 0	16 8	16 0	...	...	17 0	16 0	110 0	100 0	10 0	10 0
Central—																										
Bánda	13 0	13 0	15 8	15 8	8 0	8 0	14 8	14 0	16 0	16 0	16 0	16 0	...	...	...	...	16 0	16 0	...	...	14 8	14 8	180 0	180 0	10 4	10 4
Fatehpur	13 12	13 8	15 12	15 8	10 12	10 12	14 0	14 0	...	...	...	...	...	...	...	...	15 12	16 0	...	...	20 0	20 0	160 0	160 0	10 12	10 12
Hamírpur	13 8	12 12	13 12	13 12	9 0	9 0	13 0	11 0	22 0	15 8	16 0	15 12	...	...	...	...	15 8	16 6	...	...	19 8	19 8	140 0	140 0	10 8	10 8
Jalaun	14 0	15 0	17 0	17 0	9 0	9 0	16 0	16 0	18 0	18 0	17 8	18 0	15 0	15 0	16 0	16 0	17 0	18 0	18 0	18 0	22 0	22 0	140 0	140 0	10 0	10 0
Cawnpore	14 12	14 12	17 8	17 8	9 8	9 0	12 8	12 8	...	17 4	18 0	17 4	...	...	19 0	21 0	16 12	16 12	18 8	18 8	19 0	19 0	150 0	150 0	11 12	12 0
Etáwah	14 7	14 11	16 14	17 4	6 0	6 0	12 0	12 0	17 8	16 8	17 8	16 4	15 0	16 0	10 0	12 0	15 12	16 12	16 8	16 4	18 12	20 8	120 0	120 0	11 0	11 0
Farukhabad	13 0	12 12	16 0	15 0	6 0	6 0	8 8	9 0	17 0	15 12	15 8	16 8	...	...	...	...	16 8	15 12	17 8	15 8	18 12	18 8	130 0	120 0	11 0	11 0
Mainpuri	14 4	14 4	16 0	16 8	4 8	4 8	8 0	8 0	16 0	14 0	15 0	12 0	...	...	...	...	15 8	16 4	16 0	16 0	19 0	19 0	160 0	160 0	11 0	11 0
Etah	15 4	15 4	16 12	17 4	6 8	6 8	11 0	11 8	17 4	16† 4	16 4	16 8	19 4	20 4	10 4	10 4	19 4	20 4	18 4	19 4	14 4	14 4	140 0	160 0	11 0	11 0
Western—																										
Lalitpur	14 8	14 2	17 0	16 0	10 8	10 8	12 14	13 2	18 0	16 12	12 0	12 0	24 0	21 0	24 0	22 0	15 8	14 6	19 0	17 0	11 8	11 4	160 0	160 0	10 8	10 8
Jhánsi	15 6	14 14½	18 7	17 13½	7 12	7 12	12 4	12 4	...	...	17 6	...	...	...	...	...	16 7½	16 3½	17 8	...	19 4	19 4	180 0	180 0	10 8	10 8
Agra	14 0	14 0	18 8	18 8	5 0	5 0	9 0	9 0	18 0	18 0	17 0	17 8	...	...	17 0	17 0	18 0	18 0	18 0	18 0	16 0	16 0	100 0	110 0	11 8	11 8
Muttra	15 0	14 8	19 8	20 0	7 8	7 8	12 8	12 0	21 0	20 0	17 0	20 0	...	...	10 0	8 0	19 8	19 8	17 0	18 0	22 0	20 8	140 0	140 0	12 0	12 0
Aligarh	15 4	15 8	19 8	19 0	5 4	5 4	9 4	9 4	18 8	18 0	17 0	16 0	...	...	16 0	16 0	18 12	18 8	18 0	18 8	20 0	20 0	140 0	130 0	11 4	11 4
Bulandshahr	16 12	16 8	17 8	17 8	7 0	11 0	12 0	12 0	20 0	20 0	18 0	18 8	...	...	16 0	16 0	18 4	18 4	17 8	17 12	15 0	15 4	120 0	120 0	11 4	11 4
Meerut	16 4	16 8	18 0	20 8	5 0	5 0	13 0	13 0	19 0	20 0	18 0	19 0	14 0	14 0	14 0	14 0	18 0	19 0	18 0	19 0	17 0	19 0	100 0	100 0	11 8	11 0
Sub-montane—																										
Ballia	15 12	15 12	16 8	17 8	9 4	9 8	16 0	15 8	...	...	...	...	21 0	21 0	13 0	13 0	19 4	18 8	...	18 0	19 4	19 4	155 0	155 0	10 8	10 8
Azamgarh	12 8	12 8	14 12	14 12	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	15 2	15 2	16 4	14 12	12 8	12 8	177 8	177 8	9 3	9 3
Gorakhpur	13 8	13 8	14 6	14 6	9 0	9 0	15 12	15 12	...	...	...	...	18 0	18 0	12 8	12 8	16 3	16 3	14 6	16 10	16 8	16 10	140 0	140 0	10 6	10 6
Basti	15 0	15 0	16 8	16 8	9 0	9 0	24 0	24 0	10 0	10 0	12 0	12 0	8 0	8 0	15 0	15 12	17 0	...	16 8	16 8	16 8	16 8	120 0	120 0	10 0	10 0
Gházípur	14 4	14 4	18 8	18 8	8 8	8 0	14 0	14 0	18 0	...	24 0	24 0	22 0	22 0	16 8	17 8	19 0	19 0	18 0	18 0	18 0	18 0	140 0	140 0	10 8	10 8
Ghazipur	14 8	14 8	17 8	18 0	7 0	9 0	14 0	14 0	17 0	17 0	16 8	17 0	...	...	19 0	20 0	17 8	17 8	17 0	17 0	19 0	20 0	200 0	200 0	11 4	11 4
Pilibhit	14 14	15 0	20 0	20 0	12 8	12 8	15 0	15 0	...	...	...	...	...	...	...	...	19 6	19 6	22 8	22 8	...	...	140 0	130 0	10 14	10 14
Mainpuri	16 0	16 0	18 0	18 0	7 0	8 0	12 0	12 0	16 0	16 0	16 0	16 0	24 0	24 0	16 0	16 0	19 0	19 0	18 0	18 0	18 0	18 0	125 0	125 0	10 10	10 10
Muzaffarnagar	16 0	16 0	18 0	18 0	9 0	9 0	13 0	13 0	19 0	19 0	18 0	18 0	...	...	16 8	16 8	19 0	19 0	20 0	20 0	18 0	18 0	150 0	150 0	11 4	11 4
Saháranpur	16 2	16 8	16 0	18 4	7 8	8 0	12 0	11 0	18 0	18 12	17 8	17 8	...	...	16 0	16 0	19 0	19 0	20 0	20 0	18 0	18 0	120 0	120 0	10 0	10 0
Dehra Dún	14 8	14 8	15 8	17 8	6 0	6 0	12 0	11 0	18 0	19 0	17 8	18 0	17 0	17 0	16 0	16 0	18 0	18 0	19 0	19 0	19 0	19 0	120 0	120 0	11 0	11 0
Kumaun	8 8	9 0	10 0	10 0	8 8	8 8	10 0	10 0	...	...	...	...	16 0	14 0	18 0	16 0	18 4	19 5	19 13	17 10	18 12	18 12	130 0	130 0	11 3	10 0
Garhwál	10 0	10 0	14 0	13 0	8 0	8 0	...	...	...	...	...	...	21 0	18 0	...	...	18 4	19 5	...	20 7	14 10	13 8	135 0	135 0	10 11	10 11
																	18 14	19 3	19 13	17 10	13 5	13 5	132 0	132 0	10 0	10 0
																	18 4	19 5	...	20 7	16 2	15 1	129 0	129 0	11 4	11 4
																	16 8	16 0	20 0	20 0	16 0	16 0	160 0	160 0	10 0	10 0
																	10 0	10 0	...	...	7 0†	7 0†	160 0	160 0	7 0	7 0
																	12 0	10 0	...	...	8 0	8 0	160 0	160 0	8 0	8 0
Oudh—																										
Southern—																										
Partábgarh	14 8	13 8	18 8	16 8	11 8	12 8	16 0	15 0	...	...	20 0	...	...	...	...	...	16 8	15 8	...	...	15 0†	13 0†	180 0	200 0	10 0	9 8
Sultánpur	14 8	13 8	16 0	16 0	9 0	9 0	14 0	14 0	20 0	20 0	16 0	16 0	36 0	36 0	20 0	20 0	16 0	16 0	16 0	16 0	18 8	18 8	160 0	160 0	10 8	10 8
Rae-Bareli	15 4	15 0	18 0	18 0	7 0	8 0	15 0	15 0	20 8	14 0	19 8	22 0	22 0	22 0	20 0	20 0	18 8	19 0	18 0	18 0	21 0	21 0	180 0	200 0	10 0	10 0
Unao	13 8	13 8	15 0	15 0	8 0	8 0	13 0	13 8	...	...	18 0	17 0	...	...	...	...	15 0	16 0	17 0	17 0	15 0	15 0	160 0	160 0	11 0	10 8
Lucknow	13 12	13 10½	15 12	15 8	8 0	8 0	12 4	12 12	15 0	15 0	17 8	16 11	20 0	22 0	16 0	17 0	15 0	15 8	17 0	15 8	18 0	18 4	120 0	120 0	10 4	11 0
Hardoi	15 8	15 8	16 0	18 8	7 0	6 0	12 0	12 0	...	...	18 0	20 0	...	29 0	...	25 0	17 0	18 0	20 0	20 0	13 0	14 0	120 0	120 0	11 0	11 0
Northern—																										
Fyzabad	13 0	13 2	16 4	16 0	11 0	11 0	13 8	14 0	...	...	16 0	16 0	16 0	16 0	15 8	15 8	16 0	16 0	17 0	16 8	18 8	17 0	120 0	120 0	10 0	10 0
Barabanki	14 0	13 14	16 8	16 8	11 0	12 0	12 0	11 0	15 0	15 0	16 0	16 0	19 0	19 0	17 0	17 0	16 0	16 0	16 8	16 0	19 0	19 0	140 0	120 0	10 8	8 10
Gonda	14 12	15 0	15 8	15 10	12 8	12 7	14 2	15 1	19 3	20 4	18 0	18 3	24 0	23 7	15 0	15 3	17 0	17 7	20 0	21 15	21 0	20 12	200 0	200 0	10 12	10 0
Bahraich	15 0	15 0	18 0	18 0	10 0	10 0	12 0	12 0	...	...	16 0	...	25 0	24 0	...	...	18 0	18 0	22 0	22 0	20 0	20 0	160 0	160 0	10 0	10 0
Sitapur	15 4	15 8	19 0	18 8	8 0	8 0	14 0	15 0	22 0	20 0	19 0	15 0	24 0	22 0	18 0	17 0	18 0	18 0	20 0	21 0	20 0	19 8	160 0	160 0	10 8	10 8
Kheri	15 8	15 8	18 0	18 0	8 0	8 0	13 8	14 0	...	...	24 0	...	...	...	...	...	18 0	18 0	22 0	22 0	21 0	22 0	120 0	120 0	10 12	10 12
Rajputana—																										
Eastern—																										
Partábgarh	15 10	16 4	23 12	30 0	8 2	8 12	10 10	11 4	23 2	24 6	12 8	13 12	...	...	...	...	25 0	21 0	19 6	23 12	25 0	...	...	...	15 3	16 5
Bánswára	21 4	19 6	22 8	21 14	7 8	7 8	16 4	15 0	30 0	33 0	...	...	...	...	...	...	23 12	25 0	40 0	40 15	20 0	21 5	...	...	10 8	10 5½
Meywar (Oodeypore)	12 8	12 13½	17 3	16 6½	7 13	7 13	8 9½	8 9½	18 12	17 15½	15 14	14 13½	*Nil*	*Nil*	13 10⅔	13 10⅔	12 8	12 14½	19 2½	19 14⅔	10 15	10 8½	160 0	160 0	10 2½	11 8
Sirohée	13 0	13 0	20 0	20 0	6 0	6 0	7 0	7 0	17 0	17 0	18 0	18 0	...	...	20 0	20 0	14 0	14 0	19 0	19 0	10 0	10 0	160 0	160 0	10 0	10 0
Erinpura	15 2	15 2	19 12	19 12	...	...	8 5	8 5	20 0	20 0	20 0	20 0	...	...	...	...	17 1	17 1	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	13 8	13 8	18 0	17 0	4 0	4 0	7 0	5 0	19 0	20 0	16 0	14 0	...	...	...	...	17 0	17 0	20 0	19 0	10 0	10 0	80 0	80 0	12 0	12 0
Abu	13 8	13 8	19 0	18 0	6 4	6 4	7 8	7 8	...	...	15 0	15 0	...	...	...	...	13 12	13 12	19 0	16 12	...	...	...	...	11 0	11 0
Kishengurh	15 4	13 12	18 8	18 8	9 0	9 0	10 0	10 0	19 8	18 4	16 4	15 0	‡	‡	‡	‡	17 0	16 12	19 8	18 8	‡	‡	*	*	13 0	13 0
Boondee	21 8	21 0	28 0	26 0	9 0	9 8	10 0	10 0	30 0	20 0	...	...	...	...	...	...	25 0	22 0	30 0	27 0	10 0	10 0	160 0	160 0	10 8	10 8
Kotah	17 8	18 0	25 0	25 0	6 0	6 8	9 8	8 0	27 8	25 0	16 0	16 0	...	...	...	...	17 0	16 0	22 0	22 0	16 0	16 0	240 0	240 0	10 0	10 0
Jhallawár	15 5½	15 15	23 14	24 0	8 14	8 14	11 12½	11 12½	24 2	23 13½	16 1	16 1	...	...	23 3½	22 2	24 0	24 0	24 0	25 8	16 0	16 3	240 0	240 0	10 0	10 0
Tonk	16 10	16 4	21 6	21 2	8 10	8 10	9 10	9 10	22 4	22 12	20 2	21 2	...	...	...	...	19 5	19 8	26 4	25 8	10 3	10 3	175 0	175 0	9 6	9 6
Jeypore	15 0	15 0	20 4	20 4	4 12	4 12	8 4	8 4	20 12	21 0	18 8	18 8	‡	‡	15 0	15 0	21 8	20 12	20 4	21 4	...	...	120 0	120 0	11 14	11 14
																	18-0 to 19 0	18-4 to 20 0	21 0	21 8	22 0	22 0	115 0	115 0	12 0	12 0
Kerowlee	15 10	15 12	21 4	21 4	13 12	12 8	15 0	13 12	21 9	19 1	20 0	19 12	...	...	17 8	17 8	18 12	17 8	...	...	21 4	21 4	210 0	210 0	12 0	11 2
Dholpur	14 8	14 12	18 10	18 7	8 4	7 8	11 8	10 6	18 15	18 2	18 14	19 7	...	...	15 12	15 12	17 10	17 7	...	...	23 10	23 15	90 0	90 0	11 8	11 8
Bhurtpore	15 8	15 8	20 4	20 4	6 12	7 12	9 0	9 0	20 8	17 12	17 0	17 8	...	...	13 12	13 12	18 4	18 4	18 8	18 8	20 4	20 4	220 0	240 0	11 12	12 8
Ulwur	16 4	16 6	21 5	21 3	8 0	8 0	10 2	10 2	20 9	21 0	19 0	18 15	...	...	14 8	11 8	20 2	19 13	22 12	22 6	25 0	25 0	200 0	200 0	12 8	12 8
Deoli Cantonment	16 4	16 0	23 6	22 12	4 0	4 0	7 0	7 0	19 0	19 0	20 0	19 12	...	...	...	...	20 4	20 4	...	...	...	...	220 0	220 0	11 4	11 4
Nusseerabad Cantonment	14 8	14 8	18 8	18 8	7 0	7 0	8 0	8 0	19 0	18 13½	17 0	17 0	...	...	...	...	18 0	18 0	22 0	21 6	11 12	11 10½	100 0	100 0	12 8	12 8
Hilly Tracts of Meywar	16 0	15 0	23 0	18 0	...	...	16 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	26 0	28 0	...	...	§	§	11 0	11 0
Bálmer	12 3	13 0	...	...	5 0	7 6	7 6	...	...	...	22 12	21 8	...	...	...	...	13 0	13 0	...	...	...	...	260 0	260 0	14 8	14 8
Anádra	15 0	15 0	20 0	20 0	6 0	6 0	8 0	8 0	...	...	17 0	17 0	...	...	...	...	15 0	15 0	20 0	19 0	11 0	11 0	...	...	12 8	12 8
Shahpoora	15 12	15 0	21 4	21 4	7 8	7 8	11 0	11 0	20 0	20 0	17 0	16 0	...	...	...	...	18 0	17 0	21 0	21 0	...	...	160 0	160 0	11 6	11 6
Western—																										
Jodhpore	13 7	13 2	17 8	18 12	6 4	6 4	7 8	7 8	17 8	15 0	16 4	16 4	...	...	...	...	14 11	15 0	17 8	15 0	...	...	...	...	13 2	13 2
Jeysulmere	12 6	12 4	...	...	8 4	10 12	10 10	16 4	18 0	14 0	16 0	12 6	...	...	...	...	13 0	12 12	...	...	8 0	8 0	100 0	100 0	12 8	21 0
Bickaneer	12 7½	12 2	...	...	2 14	2 14	7 0	7 0	...	...	15 8	15 8	...	...	...	...	14 9	15 8	...	...	...	...	...	...	...	12 8
Central India—																										
Indore	14 2	13 8	18 0	18 0	8 9	8 9	10 0	10 0	25 0	25 0	20 0	19 3	‡	‡	‡	‡	16 13	16 0	30 0	29 0	22 0	20 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	14 12	14 8	24 0	23 1	7 0	7 0	9 8	9 8	26 0	25 6	20 0	20 8	...	...	...	...	17 4	17 0	28 0	28 0	26 0	25 14	160 0	160 0	12 0	12 0
Baghelkhand (Sutna)	14 10	14 8	19 0	18 0	8 0	8 0	17 0	13 12	...	...	...	...	...	...	...	...	16 4	16 8	...	...	19 8	20 0	160 0	160 0	10 10	10 8
Goona	16 0	16 0	16 0	18 0	8 0	8 0	8 8	8 8	23 0	20 0	...	...	...	...	...	...	18 0	18 0	21 0	20 0	...	...	200 0	200 0	10 0	10 0
Gwalior	14 5½	14 10	16 12	17 4	7 9	7 11½	9 2½	9 0	18 1	17 15	17 2	18 7	...	...	12 12	17 0	12 14	12 14	19 10½	19 0	14 14½	14 14½	149 0	149 0	11 15	11 15

* Sold in bundles. † Husked. ‡ Not sold. § Six pies per bundle. || Unhusked.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1890—*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.	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.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	17 0	16 0	20 0	20 0	...	...	12 0	10 0	21 0	20 0	21 0	20 0	†	†	†	†	23 0	23 0	18 0	18 0	†	†	120 0	120 0	11 8	11 4
Ferozepore	19 0	19 0	25 0	24 0	...	...	10 0	10 0	26 0	30 0	24 0	22 0	†	†	20 0	20 0	24 0	23 0	25 0	26 0	10 0	10 0	105 0	105 0	13 0	13 0
Montgomery	17 0	17 0	24 0	25 0	...	...	10 0	11 0	20 0	20 0	20 0	20 0	†	†	30 0	32 0	21 0	22 0	24 0	20 0	8 0	8 0	253 0	253 0	12 0	12 0
Central—																										
Gurgaon	17 0	16 0	20 0	21 0	...	...	10 0	10 0	23 0	22 0	20 0	20 0	†	†	†	†	20 0	20 0	23 0	22 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	16 0	16 0	18 0	20 0	...	...	13 0	13 0	19 0	20 0	18 0	19 0	†	†	8 0	13 0	19 0	19 0	18 0	19 0	20 0	20 0	80 0	90 0	11 0	11 0
Rohtak	18 0	17 0	18 0	19 0	...	...	10 0	10 0	22 0	20 0	20 0	20 0	†	†	16 0	16 0	22 0	21 0	19 0	19 0	18 0	18 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	20 0	21 0	...	...	12 0	12 0	23 0	24 0	19 0	18 0	20 0	20 0	16 0	16 0	21 0	20 0	22 0	24 0	18 0	18 0	120 0	120 0	10 0	10 0
Lahore	17 0	18 0	26 0	26 0	...	...	12 0	12 0	26 0	26 0	21 0	21 0	‡	‡	24 0	24 0	21 0	21 0	24 0	24 0	13 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	18 0	17 0	20 0	19 0	...	...	12 0	11 0	21 0	22 0	20 0	20 0	20 0	20 0	12 0	10 0	21 0	21 0	21 0	22 0	16 0	16 0	130 0	130 0	13 0	13 0
Ludhiána	18 0	19 0	21 0	22 0	...	...	13 0	12 0	23 0	23 0	22 0	20 0	†	†	16 0	20 0	23 0	23 0	23 0	23 0	14 0	13 0	110 0	110 0	13 6	12 8
Jullundur	19 0	19 0	24 0	25 0	...	...	8 0	8 0	24 0	24 0	19 0	19 0	*	*	20 0	20 0	21 0	22 0	26 0	25 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	20 0	20 0	24 0	24 0	...	...	10 0	10 0	26 0	26 0	18 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	26 0	26 0	12 0	12 0	90 0	85 0	13 2	13 0
Gurdáspur	20 0	20 0	25 0	26 0	...	...	14 0	14 0	26 0	26 0	14 0	14 0	6 0	†	12 0	12 0	25 0	20 0	30 0	26 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	18 0	18 0	24 0	25 0	...	...	12 0	12 0	25 0	26 0	20 0	20 0	†	†	23 0	23 0	20 0	21 0	23 0	25 0	†	†	90 0	90 0	13 0	12 0
Hills—																										
Simla	13 0	13 0	15 0	15 0	...	...	8 0	8 0	13 0	14 0	14 0	14 0	17 0	17 0	10 0	10 0	16 0	16 0	19 0	19 0	9 0	9 0	65 0	65 0	8 15	8 14
Kángra	18 0	18 0	24 0	24 0	...	...	14 0	15 0	14 0	14 0	11 0	11 0	25 0	24 0	7 0	7 0	16 0	18 0	22 0	22 0	12 0	12 0	100 0	100 0	10 0	10 8
North-western—																										
Shahpur	18 0	18 0	27 0	27 0	...	...	14 0	14 0	30 0	30 0	25 0	25 0	30 0	30 0	28 0	28 0	21 0	20 0	23 0	25 0	12 0	12 0	100 0	100 0	13 8	13 8
Gujránwála	20 0	19 0	30 0	30 0	...	...	14 0	12 0	30 0	30 0	24 0	24 0	†	†	25 0	25 0	22 0	22 0	24 0	24 0	†	†	85 0	85 0	13 0	13 0
Gujrát	19 0	21 0	30 0	30 0	...	...	11 0	11 0	25 0	26 0	24 0	24 0	†	†	10 0	10 0	24 0	21 0	25 0	24 0	†	†	120 0	140 0	13 8	14 0
Jhelum	21 0	21 0	27 0	26 0	...	...	10 0	10 0	30 0	28 0	27 0	30 0	*	*	*	*	21 0	21 0	28 0	27 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	18 0	18 0	31 0	29 0	...	...	9 0	9 0	40 0	40 0	26 0	28 0	*	*	16 0	16 0	19 0	20 0	26 0	28 0	22 0	23 0	83 0	83 0	13 8	13 8
Hazára	20 0	21 0	35 0	34 0	...	...	11 0	11 0	††	††	20 0	‡	†	†	‡	‡	17 0	17 0	31 0	30 0	†	†	100 0	100 0	11 0	11 0
Peshawar	18 0	18 0	32 0	30 0	...	...	11 0	11 0	33 0	36 0	23 0	25 0	†	†	24 0	23 0	17 0	17 0	26 0	25 0	25 0	25 0	110 0	110 0	41 0	42 0
Kohát	19 0	19 0	30 0	33 0	...	...	16 0	16 0	33 0	33 0	31 0	30 0	†	†	†	†	18 0	20 0	33 0	34 0	18 0	16 0	180 0	180 0	60 0	60 0
[illegible]	17 0	19 0	23 0	26 0	...	...	10 0	10 0	24 0	25 0	22 0	25 0	20 0	20 0	18 0	18 0	20 0	23 0	24 0	25 0	*	*	200 0	200 0	13 0	13 0
[illegible]	16 0	17 0	26 0	26 0	...	...	10 0	9 0	23 0	21 0	20 0	19 0	30 0	25 0	22 0	24 0	19 0	19 0	24 0	21 0	†	†	100 0	100 0	13 0	13 0
[illegible]	16 0	16 0	24 0	25 0	...	...	12 0	12 0	25 0	25 0	23 0	21 0	†	†	8 0	9 0	24 0	26 0	39 0	48 0	15 0	16 0	80 0	80 0	40 0	40 0
[illegible]	22 0	23 0	43 0	46 0	...	...	14 0	13 0	49 0	50 0	30 0	34 0	8 0	8 0	8 0	9 0	24 0	26 0	++++	++++	++++	++++	125 0	125 0	42 0	42 0
[illegible]	19 0	19 0	28 0	28 0	...	...	9 0	9 0	34 0	34 0	29 0	29 0	6 0	6 0	+++	+++	22 0	22 0	++++	++++	++++	++++	125 0	125 0	42 0	42 0
[illegible]	17 0	17 0	25 0	25 0	...	...	15 0	15 0	18 0	18 0	18 0	17 0	+++	+++	+++	+++	18 0	18 0	++++	++++	11 0	11 0	110 0	110 0	12 0	12 0
[illegible]	16 0	18 0	23 0	23 0	...	...	8 0	8 0	28 0	25 0	24 0	25 0	+++	+++	+++	+++	18 0	18 0	++++	++++	‡	‡	125 0	125 0	20 0	22 8
[illegible]																										
[illegible]	14 8	13 0	13 0	19 0	8 0	8 0	11 0	11 0	19 0	19 0	18 0	17 0	‡	‡	‡	‡	15 8	15 8	16 0	16 0	9 0	9 8	90 0	90 0	13 0	13 0
[illegible]	13 0	13 0	13 0	22 0	8 9	8 0	10 0	10 0	24 0	22 0	22 0	22 0	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	11 0	11 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11 8	13 8	[illegible]	[illegible]	16 8	16 8	...	...	...	...	[illegible]	[illegible]	...	...	...	...	120 0	120 0	12 0	12 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	...	...	160 0	160 0	12 0	12 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	20 0	20 0	23 0	22 0	22 0	22 0	130 0	130 0	11 0	11 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 0	10 0	23 0	22 0	20 0	20 0	...	...	...	...	20 0	20 0	23 0	22 0	22 0	22 0	130 0	130 0	11 0	11 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13 0	13 0	19 0	20 0	18 0	19 0	...	...	8 0	13 0	19 0	19 0	18 0	19 0	20 0	20 0	80 0	90 0	11 0	11 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 0	10 0	22 0	20 0	20 0	20 0	...	...	16 0	16 0	22 0	21 0	19 0	19 0	18 0	18 0	120 0	120 0	10 0	10 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 0	12 0	23 0	24 0	19 0	18 0	20 0	20 0	16 0	16 0	21 0	20 0	22 0	24 0	18 0	18 0	120 0	120 0	10 0	10 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 0	12 0	26 0	26 0	21 0	21 0	‡	‡	24 0	24 0	21 0	21 0	24 0	24 0	13 0	12 0	85 0	85 0	12 0	12 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 0	10 0	23 0	23 0	22 0	20 0	†	†	20 0	20 0	23 0	23 0	23 0	23 0	16 0	16 0	130 0	130 0	13 0	13 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13 0	12 0	23 0	23 0	22 0	20 0	†	†	16 0	20 0	23 0	23 0	23 0	23 0	14 0	13 0	110 0	110 0	13 6	12 8
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8 0	8 0	24 0	24 0	19 0	19 0	*	*	20 0	20 0	21 0	22 0	26 0	25 0	*	*	100 0	100 0	12 8	12 8
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10 0	10 0	26 0	26 0	18 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	26 0	26 0	12 0	12 0	90 0	85 0	13 2	13 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14 0	14 0	26 0	26 0	14 0	14 0	6 0	†	12 0	12 0	25 0	20 0	30 0	26 0	10 0	10 0	120 0	120 0	12 0	12 0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12 0	12 0	25 0	26 0	20 0	20 0	†	†	23 0	23 0	20 0	21 0	23 0	25 0	†	†	90 0	90 0	13 0	12 0
Kattywar—																										
Rájkot	15 0	15 0	...	...	6 0	6 0	7 0	8 0	18 0	17 8	15 8	15 4	...	...	...	...	14 8	14 8	...	...	8 8	8 4	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	15 1	...	...	6 12	6 12	11 7	11 7	27 9	27 9	...	...	...	...	...	...	13 7	13 7	...	...	11 10	11 10	120 0	120 0	11 6	11 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	9 0	10 8	10 8	24 0	24 0	24 0	24 0	...	...	16 0	16 0	15 0	15 0	...	...	13 0	13 0	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	13 12	13 12	140 0	140 0	9 0	9 0
Betúl	18 0	18 0	...	...	...	...	10 1	10 1	19 3	19 3	...	...	...	...	...	...	18 12	18 12	...	...	13 1	13 1	320 0	320 0	9 8	9 8
Chhindwára	17 9	17 9	...	...	8 0	8 0	11 7	11 7	28 13	28 13	...	...	...	...	...	...	17 9	17 9	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	18 2	18 12	...	...	10 10	11 4	11 14	12 8	22 8	22 8	...	...	...	...	...	...	18 12	18 12	...	...	17 8	18 12	120 0	120 0	9 13	9 13
Wardha	20 0	20 0	...	...	8 0	8 0	11 7	11 7	26 11	26 11	...	...	...	...	...	...	17 2	17 2	...	...	21 13	21 13	124 0	124 0	10 2	10 2
Central—																										
Narsinghapur	15 3	15 9	...	...	9 3	9 3	12 10	10 6	...	...	...	...	...	...	...	...	19 12	19 12	...	...	22 4	22 4	120 0	120 0	9 2	9 2
Saugor	13 8	13 8	...	...	8 10	8 10	9 8	9 8	...	...	...	...	...	...	...	...	14 12	14 5	...	...	17 15	17 1	160 0	160 0	8 15	8 15
Damoh	18 0	18 4	...	...	9 2	12 5	13 5	13 5	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	200 0	200 0	9 2	9 2	
Jubbulpore	15 12	15 8	...	...	12 0	10 8	14 0	13 0	17 0	16 0	...	...	...	...	...	...	18 12	19 8	...	...	14 8	13 8	110 0	130 0	9 0	9 0
Mandla	21 0	20 0	...	...	15 0	12 0	19 0	17 0	...	...	...	...	...	...	...	...	28 0	27 8	...	...	19 0	16 0	200 0	200 0	9 8	9 8
Seoni	16 9	16 9	...	...	9 12	9 12	14 15	14 15	...	...	...	...	...	...	...	...	16 9	16 9	...	...	15 7	15 7	180 0	180 0	9 2	9 2
Bálághát	21 0	21 0	...	...	13 2	13 2	17 14	17 14	...	...	...	...	...	...	...	...	22 13	22 13	...	...	20 0	20 0	136 0	136 0	9 0	9 0
Bhandára	18 12	18 12	...	...	...	...	13 4	13 4	...	...	...	...	...	...	...	...	18 12	20 0	...	...	17 8	16 4	200 0	200 0	9 0	9 0
Chánda	17 3	17 3	...	...	...	...	12 13	12 13	20 3	18 0	...	...	...	...	...	...	15 8	19 3	...	...	18 0	18 0	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	26 10	26 10	...	...	15 13	15 13	26 3	26 3	...	...	...	...	...	...	...	...	24 6	24 6	...	...	26 4	26 4	100 0	100 0	8 8	8 8
Raipur	21 4	21 4	...	...	13 11	13 11	22 13	22 13	...	...	...	...	...	...	...	...	19 2	19 2	...	...	25 8	25 8	64 0	64 0	10 0	10 0
Sambalpur	20 2	20 2	...	...	15 12	15 12	21 0	21 0	...	...	...	...	...	...	...	...	15 12	15 12	...	...	15 0	14 0	120 0	130 0	8 0	8 12
Berar—																										
Buldána	17 0	16 0	...	...	8 0	8 0	9 0	9 0	26 0	27 0	24 0	25 0	...	...	...	...	16 0	16 0	...	...	17 0	16 0	§	§	9 8	9 8
Básim	15 15	15 13	...	...	8 2	8 2	10 5	10 8	23 5	23 0	20 0	20 0	...	...	...	...	16 2	15 15	...	...	15 11	16 13			9 8	9 8
Akola	15 0	15 0	...	...	7 0	7 0	8 0	8 0	23 0	23 0	17 0	18 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0			10 8	10 8
Ellichpur	15 0	15 0	...	...	6 0	6 0	8 0	7 0	22 0	22 0	16 0	15 0	...	...	...	...	12 0	12 2	...	...	22 0	22 0			9 8	9 8
Amráoti	15 4	16 0	...	...	7 0	6 12	9 0	8 0	27 4	26 8	16 0	16 0	...	...	...	...	13 0	13 0	...	...	16 0	16 0			9 0	9 0
Wún	16 0	16 0	...	...	8 0	8 0	10 0	10 0	25 0	25 0	...	...	...	...	...	...	17 0	16 0	...	...	32 0	32 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 15	12 11	...	...	7 10	7 8	11 8	10 14	18 4	18 4	20 1	...	...	22 3	...	...	17 4	16 5	...	...	23 0	20 11	130 0	130 0	9 4	9 4
Boláram	14 0	14 0	...	...	8 0	9 9	10 8	9 10	21 0	19 8	...	...	...	...	...	...	18 7	17 3	...	...	...	...	116 14	116 14	9 12	10 10
Chadarghat	12 4	12 0	...	...	7 12	7 8	11 4	11 0	20 0	20 0	19 8	15 0	...	...	...	...	18 4	18 0	...	...	...	...	120 0	120 0	9 8	9 4

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1890—*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.	Ragi (*Eleusine coracana*). Present fortnight.	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	9 0	9 0	10 4	10 8	10 14	10 14	11 5	11 5	**	**	**	**	25 6	25 6	14 8	14 8	10 0	10 8	...	...	17 8	17 8	102 0	102 0	11 11	11 11
S. Canara	9 10	9 10	...	...	10 14	10 14	12 13	12 13	**	**	**	**	18 11	18 11	...	...	10 0	10 8	...	...	16 12	17 8	84 0	84 0	13 5	13 5
South, central—																										
Coimbatore	10 5	10 11	...	...	11 5	11 5	11 13	11 13	19 13	19 2	20 11	20 11	27 6	27 6	...	...	11 0	10 8	...	...	17 0	17 8	120 0	120 0	12 3	12 3
Nilgiris	9 3	9 3	...	...	8 13	8 13	9 10	9 3	20 0	20 0	15 6	15 6	29 2	28 10	...	...	9 0	9 0	...	...	19 0	20 0	340 0	340 0	9 8	9 8
Salem	10 10	10 11	...	...	9 13	10 5	12 11	12 13	22 8	21 6	24 10	23 10	29 5	28 2	...	...	11 0	11 0	...	...	14 0	14 0	72 0	72 0	9 8	9 8
Central—																										
Bellary	16 2	16 5	...	...	11 8	11 13	12 11	12 6	27 5	26 13	23 0	22 10	27 5	27 3	...	...	10 0	10 0	...	...	10 0	10 0	240 0	240 0	7 8	7 8
Anantapur	12 8	12 8	...	...	11 13	11 13	13 0	13 0	25 13	25 13	22 10	22 10	27 3	27 3	...	...	10 0	10 0	...	...	13 0	13 0	480 0	480 0	8 6	8 6
Cuddapah	13 3	13 3	...	...	11 2	10 11	12 14	12 14	22 8	24 5	21 14	21 10	28 5	27 3	...	...	10 0	10 0	...	...	13 0	13 0	320 0	320 0	9 0	8 8
Kurnool	14 10	14 10	...	...	11 6	11 6	12 3	12 3	29 6	28 2	24 6	23 13	29 5*	28 8*	...	...	12 0	12 0	...	...	16 0	...	320 0	320 0	8 8	8 8
East Coast, north—																										
Ganjam	10 11	10 11	...	...	14 0	14 0	14 8	15 0	...	...	*	*	27 5	25 8	...	...	10 0	10 8	...	...	17 8	17 8	102 0	102 0	11 11	11 13
Vizagapatam	14 0	14 0	...	...	10 2	10 11	11 5	11 5	...	...	33 11	32 11	26 5	25 8	...	...	10 12	10 8	...	...	16 12	16 12	84 0	84 0	11 11	11 11
Godavari	12 10	11 11	...	...	13 14	13 14	15 0	15 0	...	...	28 3	28 3	29 2	29 2	...	...	11 0	11 0	...	...	17 0	17 8	120 0	120 0	12 0	11 13
East Coast, central—																										
Kistna	10 6	10 6	...	...	12 10	12 10	13 3	13 3	...	...	*	*	26 13	26 13	...	...	9 0	9 0	...	...	19 0	19 0	340 0	340 0	13 0	13 3
Nellore	11 8	11 8	...	...	11 2	11 2	11 11	11 11	18 2	18 2	18 2	18 2	20 10	20 10	...	...	10 0	10 0	...	...	20 0	19 13	340 0	340 0	12 13	12 13
East Coast, south—																										
Madras	11 0	11 0	...	...	10 6	10 6	11 0	11 0	17 14	18 13	18 0	19 3	22 11	22 5	...	...	10 0	10 0	...	...	14 0	14 0	72 0	72 0	7 8	7 8
Chingleput	9 6	9 6	...	...	10 8	10 8	11 11	11 11	23 11	22 13	21 8	21 8	27 6	23 5	...	...	10 0	10 0	...	...	14 0	14 0	240 0	240 0	8 0	8 0
N. Arcot	8 10	8 10	...	...	10 5	10 5	12 3	11 5	16 13	16 13	23 2	23 2	27 5	25 11	...	...	10 0	10 0	...	...	14 0	14 0	240 0	240 0	8 0	8 0
S. Arcot	8 13	8 13	...	...	10 14	10 14	11 6	11 6	16 13	16 13	27 10	27 10	24 3	22 5	...	...	10 0	10 0	...	...	14 0	14 0	240 0	240 0	8 0	8 0
Tanjore	9 14	9 14	...	...	10 13	10 13	13 6	13 6	16 13	16 13	27 10	27 10	24 3	24 3	...	...	10 0	10 0	...	...	14 0	14 0	240 0	240 0	8 0	8 0
Trichinopoly	...	...	...	...	9 8	9 6	9 13	9 13	**	**	20 5	19 2	21 0	21 0	...	...	10 0	10 0	...	...	14 0	14 0	240 0	240 0	8 0	8 0
Settlers—																										
Tinnevelly	9 3	9 3	...	...	9 2	9 8	10 0	10 6	*	*	*	*	*	*	...	...	11 0	11 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Madura	9 6	10 2	...	...	10 2	9 11	10 10	10 2	17 13	17 13	17 10	17 10	17 13	17 13	...	...	10 0	10 0	...	...	14 0	14 0	240 0	240 0	8 0	8 0
Mysore—																										
Mysore	11 0	11 8	10 4	10 8	8 12	8 12	9 0	10 0	34 8	34 8	18 0	18 0	34 8	34 8	...	...	10 0	10 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Bangalore	13 12	11 12	11 4	11 0	8 8	8 8	9 8	9 8	19 0	22 0	...	...	...	...	...	...	10 0	10 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Kolar	12 0	12 0	11 0	11 0	10 8	10 8	12 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Témkúr	12 0	12 0	11 0	11 0	10 8	10 8	11 0	11 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Hassan	...	...	10 0	11 0	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Kadur	12 0	10 0	12 0	12 0	10 0	10 0	12 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Shimoga	11 9	12 10	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Chitaldrug	15 0	15 0	16 0	16 0	10 8	10 8	12 10	12 0	27 5	21 0	24 0	24 0	...	...	...	...	13 0	13 0	...	...	17 0	17 0	240 0	240 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	9 8	9 8	11 0	11 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	17 0	17 0	240 0	240 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	...	...	9 4	9 4	9 4	9 4	...	...	15 0	15 0	320 0	320 0	32 0	32 0

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

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

REVIEW OF THE ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR THE YEAR 1889-90.

No. 361 T., dated Calcutta, the 16th December 1890.

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

Read—

Letter from the Director General of Telegraphs, No. 66 T., dated the 3rd November 1890, and its enclosure, the Administration Report of the Indian Telegraph Department for the year 1889-90.

OBSERVATIONS.—The Administration Report of the Indian Telegraph Department deals with the whole of the operations under the control of the Director General, with the exception of those relating to the Indo-European Department, the Report on which has been separately submitted and reviewed.

2. The expenditure of the year charged to Capital Account amounted to ₹17,18,969. Rupees 16,98,877 were spent on new lines, ₹1,32,722 on buildings, and ₹98,140 on apparatus and plant, while credit was taken for ₹2,10,770 on account of reduction of stores in stock and adjustments under suspense heads. The Capital outlay to the close of the year under review amounted to ₹4,82,73,096, divided as follows:—

	₹	Percentage of net total.
Lines	3,53,64,459	73·3
Buildings	53,58,230	11·1
Apparatus and Plant	18,67,406	3·9
Stores and Suspense	35,32,367	7·3
Exchange on expenditure in England previous to 1887-88	24,09,440	4·9
	4,85,31,902	
Deduct— Receipts on Capital Account (including interest on Workshop Capital)	2,58,806	
TOTAL	4,82,73,096	

3. The additions made to the system during the year comprised 1,817 miles of line and 6,485 miles of wire. The additions were principally in connection with Railway extensions; some work was also undertaken and carried out in the most satisfactory manner in connection with the military operations in the Chin-Lushai country.

4. The following Statement shows for a period of five years the progress that has been made in extending telegraphic communication:—

	Capital expenditure.	Miles of line.	Miles of wire.	Miles of cable.	Departmental and Postal Combined Telegraph Offices opened.
	₹				
Up to beginning of 1885-86	3,53,79,918	25,387	74,973	142	521
During 1885-86	29,36,842	2,123	6,507	45	113
„ 1886-87	21,11,273	2,524	5,410	9	65
„ 1887-88	23,49,550	1,860	6,627	30	46
„ 1888-89	37,76,544	1,568	6,137	4	52
„ 1889-90	17,18,969	1,817	6,485	0	83
To end of 1889-90	4,82,73,096	35,279	106,139	230	880

5. The Revenue receipts for the year amounted to ₹66,30,978. This is inclusive of ₹9,90,139 on account of State paid messages, and ₹45,363 on

account of free messages and other *pro formâ* revenue. State messages are properly included in the receipts, but though credit may be taken for the value of free messages as for revenue earned but remitted, it cannot properly be treated as an actual receipt. The Revenue expenditure amounted to R45,36,446, thus leaving a profit on the operations of the year of R20,94,532, which is equivalent to 4·34 per cent. on the Capital outlay. The following Statement summarises the Revenue receipts and charges during the last five years :—

Year.	Gross Receipts.	Charges.	Net Receipts.	Percentage of Net to Gross receipts.	Dividend on Capital.
	R	R	R		
1885-86 . . .	51,10,986	36,18,695	14,92,291	29·1	3·89
1886-87 . . .	59,76,131	41,21,873	18,54,258	31·0	4·59
1887-88 . . .	66,28,660	42,92,248	23,36,412	35·2	5·46
1888-89 . . .	63,22,476	43,42,231	19,80,245	31·3	4·45
1889-90 . . .	66,30,978	45,36,446	20,94,532	31·5	4·34

6. The following figures show for the last two years the division of the traffic between State and Private, and Inland and Foreign messages respectively :—

	1888-89.		1889-90.	
	Number.	Value.	Number.	Value.
		R		R
State Inland	439,558	9,24,556	491,667	9,44,894
„ Foreign	5,888	55,377	5,947	45,245
Total State .	445,446	9,79,933	497,614	9,90,139
Private Inland	2,113,526	22,29,013	2,189,332	22,75,931
„ Foreign	420,026	16,33,436	441,537	17,56,221
Total Private .	2,533,552	38,62,449	2,630,869	40,32,152
GRAND TOTAL .	2,978,998	48,42,382	3,128,483	50,22,291

7. The State Inland telegrams show an increase of 11·79 per cent. in number, and of 2·18 per cent. in value, the difference being due to an increase in the proportion of deferred messages, and to a certain extent to the curtailment of the length of the telegrams. In State Foreign messages there was an increase of 1 per cent. in number, and a decrease of 18·3 per cent. in value, a decrease which may be taken as due to the larger use of the Official Word-Code. A new and greatly enlarged edition of this Code has recently been issued which should result in a still further curtailment of the length of Foreign messages.

8. The rate of increase in Inland Private messages received a decided check compared with the figures for 1888-89. In that year the percentage of increase in number was 13·73, and in value 12·59, whereas in the year under review these percentages were only 3·58 and 2·10 respectively, and this in spite of the opening of 83 new Departmental and Combined offices. The reason assigned in the Report for the decrease in the growth of traffic is that the year 1888-89 was remarkable for large speculations in grain, whereas 1889-90 was a year of normal trade. But this explanation can hardly be accepted as conclusive in view of the fact that the growth of traffic in the four years previous to

1888-89 averaged over 10 per cent. In 1883-84 it was however only 3·92 per cent., following a year in which the growth was 14·9 per cent. It is conceivable that years of steady development may be followed by short periods of comparative quiescence, and the Government of India hopes that the usual satisfactory growth of traffic has only received a temporary check.

9. The following figures show the division of the messages into the three classes of Urgent, Ordinary and Deferred during the last two years :—

	Percentages.					
	Urgent.		Ordinary.		Deferred.	
	1889-90.	1888-89.	1889-90.	1888-89.	1889-90.	1888-89.
State	11·15	15·93	19·86	16·58	68·99	67·49
Private	5·56	6·25	44·84	46·01	49·60	47·74
Press	5·79	5·39	30·10	37·38	64·11	57·23

The use of "urgent" messages by the State has decreased in consequence of the extension of the permission to send such messages classed as "ordinary;" for private and press messages, the proportion classed as "urgent" remains almost stationary. The use of "deferred" messages continues gradually to increase.

The number of Inland Press telegrams sent during the year was 24,789, which is almost identical with the number sent in 1888-89. The number of Foreign Press telegrams increased from 2,232 to 3,224.

10. The following Statement gives the distribution of the Revenue charges during the last five years under the principal heads :—

	Line Maintenance.				Signalling.			
Year.	Establishment.	Repairs to lines and buildings.	Office stores and miscellaneous.	Total.	Establishment.	Repairs to buildings.	Office stores and miscellaneous.	Total.
	R	R	R	R	R	R	R	R
1885-86 .	6,90,204	1,87,358	23,060	9,00,622	25,82,675	56,671	78,727	27,18,073
1886-87 .	7,12,732	4,67,426	45,244	12,25,402	27,32,671	51,758	1,12,042	28,96,471
1887-88 .	7,98,937	3,41,746	67,797	12,08,480	28,84,010	49,343	1,50,415	30,83,768
1888-89 .	8,02,521	3,39,880	60,690	12,03,091	29,22,850	51,591	1,64,699	31,39,140
1889-90 .	8,22,820	3,93,551	69,851	12,86,222	30,15,465	64,818	1,69,941	32,50,224

The average cost of signalling for each message dealt with was R1·03, and the cost of line maintenance per mile of wire was R12·09.

11. The number of offices open to the public at the close of the year was 2,985, an increase of 195 over the figures for the previous year. Of these 1,411 were Railway and Canal offices supervised by the Department, and 644 were Railway offices managed by the Companies, making a total of 2,055 against 1,943 in 1888-89; 682 were Departmental and combined offices worked by extra-Departmental agency, and 198 were worked by the Department. Of the extra-Departmental offices 48 were worked by soldiers and 632 by the Post Office, the latter showing an increase of 80 over the figures for the previous year. This class of office has proved most useful in collecting traffic. The strength of the Departmental staff was 1,384 Telegraph Masters and Signallers and 18 soldiers, while 813 Postal clerks were employed in the combined offices. Of the Departmental staff, 442 were enrolled as Volunteers.

12. The speed of transmission between Calcutta and Rangoon, and *vice versâ*, showed a satisfactory improvement, but between the three Presidency towns there was a decrease in speed due mainly to the increase in traffic, and as regards Calcutta and Madras, to the defective insulation owing to climatic

causes of the coast route. There were 1,020 complaints received during the year, against 925 in 1888-89. The principal cause of complaint was non-delivery. The complaints admitted were 58 per cent. of those received, and were about equally divided between non-delivery, delay, and error. The percentage of messages that formed the subject of complaint was ·029, which may be considered satisfactory. The number of telegrams that could not be delivered for various causes was 15,216, or 0·414 of those sent, the principal causes of non-delivery being insufficient or inaccurate addresses. The number of telegraphic money orders advised was 71,954 against 58,770 in the previous year.

13. The interruptions to communication that occurred on Departmental lines was 1,381, which is 47 less than in previous year. The average duration of the interruption was 21 hours. On Railway and Canal lines maintained by the Department, there were 452 interruptions, averaging 18 hours. These figures are exclusive of interruptions caused by accidents and mistakes in the Signal offices. The majority of the faults on the lines were caused by floods.

14. Nothing novel in the way of electrical improvements is reported. The number of circuits worked on the quadruplex and duplex systems was increased.

15. The Field Telegraph work carried out during the year under review was the erection of 372 miles of wire in connection with the Chin-Lushai Expedition. The work, which was of an extremely arduous and trying nature on account of the natural difficulties of the country and the intensely feverish character of its climate, was carried out in a manner which earned the warm encomium of the General Officers Commanding the Field Forces. The Director General specially notices the services rendered by Mr. E. O. Walker and Mr. F. E. Dempster, Assistant Superintendents. The Government of India has already recorded its appreciation of the services rendered by the Department in this trying expedition, which do credit to all concerned. There was unfortunately a considerable mortality among the subordinate staff and work-people, a number of whom had also to be invalided.

16. There was only a small increase to the number of connections with telephone exchanges. Those managed by Companies in Calcutta, Madras, Bombay, Karachi, Moulmein and Rangoon had 961 subscribers and 1,001 exchange connections. The telephones managed by the Department had 13 exchanges and 103 exchange connections.

17. The Administration Report was submitted on 3rd November, which is nine days earlier than that for 1888-89. The earlier submission is noticed with satisfaction. It is prepared in correct form and gives a clear and satisfactory account of the operations of the Department. It would, however, be improved by the addition of a map, showing the principal telegraph lines and the extensions of the year; and the Director General is requested to arrange for the insertion of this in future Reports.

18. The administration of the Department was in the hands of Colonel Mallock throughout the year under review, and was conducted to the entire satisfaction of Government.

ORDER.—Ordered, that a copy of this Review, 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, for information.

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

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

Also that a copy of this Review, 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 Supplement to the *Gazette of India*.

J. G. FORBES, *Colonel, R.E.*,
Secretary to the Government of India.

ADMINISTRATION REPORT

OF THE

INDIAN TELEGRAPH DEPARTMENT

FOR

1889-90.

1.—GENERAL REVIEW.

As in the Administration Report for 1888-89, the reports for the year 1889-90 on the Indian Telegraph Department and the Indo-European Department are, although the two departments are administered by one Director General, prepared separately. This is necessary as the conditions under which the two systems are worked are very different, the traffic and revenue of the Indo-European line, which is only a link in the chain of international communication, being governed by circumstances entirely outside the control of its officers, while the Indian Telegraph Department possesses opportunities and facilities for fostering and extending the system with the advance of the country.

2. **Finance.**—An addition of ₹21,77,340 was made to the Capital account as shown in the report of the previous year to cover exchange on payments in England prior to 1887-88, which, with other adjustments, brought the Capital account of the Department at the end of 1888-89 to ₹4,65,54,127. Para. 9.

The Capital expenditure during 1889-90 was ₹17,18,969, raising the Capital account to ₹4,82,73,096. The working expenses amounted to ₹45,36,446, and the revenue to ₹66,30,978. The surplus, ₹20,94,532, represents a dividend of ₹4·34. Paras. 10, 11. Paras. 12, 13.

The net receipts by Government after deducting the charges for State messages and other *pro formâ* revenue were ₹10,59,030, representing a net dividend of ₹2·19. Para. 13.

The net dividend earned by the Department during previous years is also shown below:—

Year.	Interest on Capital.*
	₹
1882-83	0·396
1883-84	*Nil.*
1884-85	1·199
1885-86	1·050
1886-87	0·303
1887-88	1·389
1888-89	2·150
1889-90	2·193

In the above figures the outlay of ₹91,58,325 on lines in Ceylon, experimental lines abandoned, and excess valuation on original lines, which was written off from the Capital account some years ago, has not been taken into account.

During the same years the dividend earned, which is obtained by including the receipts from State messages and other *pro formâ* revenue, is :—

Year.	Interest on Capital.
	₹
1882-83	2·77
1883-84	3·56
1884-85	3·30
1885-86	3·89
1886-87	4·59
1887-88	5·46
1888-89	4·45
1889-90	4·34

Paras. 23-26, 34. Para. 48.

3. **Traffic.**—The growth of inland private traffic is disappointing, as with 83 more offices open, the number of messages sent has increased by 75,782 as compared with a rise of 255,473 in 1888-89, while the revenue from this source shows an improvement of only ₹46,786, against ₹2,49,701, the increase in the previous year. The increase in 1888-89 was undoubtedly abnormal, and it may be hoped that the figures of 1889-90 show only a temporary check in the use of the telegraph.

Paras. 18-20, 34.

State inland traffic shows an increase, caused mainly by the operations connected with the Chin-Lushai Expedition.

Paras. 27, 35.

Although the number of messages classed under foreign private traffic shows a greater growth of this class of traffic than was observed in the previous year, the increase in the receipts is not so much as in 1888-89, namely, ₹1,22,786 in 1889-90, against ₹1,52,269 in 1888-89. This is due to a more extended use of, and probably better constructed, Codes.

Paras. 47-48.

4. **Telegraph Offices.**—The number of departmental and combined offices was increased by 83, namely, 3 departmental and 80 combined. Including 112 railway offices, the number of new offices is 195, and the total number of offices open to the public at the end of 1889-90 is 2,935. Of this number 880 are departmental and 2,055 are on railways and canals.

Paras. 71-77.

5. **Extension of line.**—One thousand eight hundred and seventeen miles of line and 6,485 miles of wire were erected, of which 4,540 miles of wire were for departmental purposes, and 1,847 and 98 miles for railways and canals respectively.

Paras. 78-90

6. **Field Telegraphs.**—A field telegraph line, comprising the construction of 372 miles of line, and the opening of 28 offices in all, was supplied in connection with the Chin-Lushai Expedition. The difficulties met with were very great, and that they were successfully overcome reflects the highest credit on Messrs. E. O. Walker and F. E. Dempster, the officers in charge.

Para. 110.

7. **Telephones.**—The increase in the earnings of the Telephone Companies is less than was observed in the previous year.

Para. 111.

The progress in this direction by the Department is not satisfactory, but it is hoped that the recent reduction in the rates charged may lead to a greater use of a means of communication which is so largely availed of in other countries.

Paras. 112-117.

8. **Electrical.**—Under this head no essential change is recorded.

II.—FINANCE.

9. **Capital Account.**—The Capital expenditure during the year was ₹17,18,969, sub-divided as shown below. This expenditure, coupled with an addition of ₹21,77,340 to cover the exchange on payments in England prior to

1887-88 and other adjustments in the accounts of the previous years, raises the Capital account of the Indian Telegraph Department to ₹4,82,73,096.

	Expenditure during the year 1889-90.	Expenditure to the end of 1888-89.	Expenditure to the end of the year 1889-90.
	₹	₹	₹
Lines	16,98,877	3,37,22,327	3,54,21,204
Buildings	1,32,722	52,25,508	53,58,230
Apparatus and plant	98,140	17,69,266	18,67,406
Stores and suspense heads	**2,01,799**	38,04,102	36,02,303
Miscellaneous advances in 1889-90, transferred to Revenue	**8,971**	...	**8,971**
TOTAL	17,18,969	4,45,21,203	4,62,40,172
Adjustments.			
Add—Exchange prior to 1887-88	...	21,77,340	21,77,340
TOTAL	...	4,66,98,543	4,84,17,512
Deduct—Erroneous charge for exchange in 1888-89	...	**90,815**	**90,815**
Erroneous charge for interest on Workshop Capital in 1888-89	...	**10,503**	**10,503**
Miscellaneous advances included under Capital, now transferred to Revenue	...	**43,098**	**43,098**
GRAND TOTAL	17,18,969	4,65,54,127	*4,82,73,096

The figures in **antique** type represent credits.

10. **Revenue Account.**—The following statement gives the receipts and working expenses of 1889-90 as compared with those of the previous year :—

RECEIPTS.	1888-89.	1889-90.
	₹	₹
Message Revenue	40,44,382	39,22,991
Receipts from Railways and Canals for rent of lines and instruments for them	12,79,902	13,78,107
Rent of Private Lines and claims against guarantees	1,07,759	1,37,689
Sale of books, gazettes, &c.	18,285	18,423
Miscellaneous	33,995	29,105
News free and other *pro formâ* messages	40,153	45,363
TOTAL	63,22,476	66,30,978

EXPENDITURE.	1888-89.	1889-90.
	₹	₹
Direction	1,83,434	1,31,425
Accounts	66,789	60,574
Superintendence	8,19,064	9,43,926
Line maintenance establishment	2,77,055	2,71,385
Check office	60,736	56,535
Signal offices.		
Departmental	23,28,339	24,09,922
Non-Departmental	1,44,989	1,41,473
Minor undertakings	7,469	8,387
Telegraph stamps	9,644	11,215
Stationery and printed forms	85,250	97,202
Other items	21,387	12,256
TOTAL EXPENDITURE	43,42,231	45,36,446
NET REVENUE	19,80,245	20,94,532
TOTAL	63,22,476	66,30,978

a Excludes an outlay of ₹91,58,325, the cost of lines in Ceylon, experimental lines abandoned, and excess valuation on original lines which was written off from the Capital account some years ago.

11. **Working expenses.**—These show an increase of ₹1,94,215 as compared with the previous year. The increase under Superintendence is due mainly to the inclusion under this head of the establishment employed in the Store-yards and Workshops which were formerly distributed over several heads, and to a charge of ₹19,857 on account of Loss by Exchange on Furlough allowances, which appears for the first time in these accounts. Repairs of lines, Signal offices, Stationery and printed forms, and Telegraph Stamps, account for the rest of the increase, a class of expenditure which, dependent as it is on the growth of the Department, must increase with the additions to the wire mileage and the number of offices.

12. **Receipts.**—The revenue from Private messages shows a considerably less increase than in the previous year, which however was admittedly abnormal, but the increase is less even when compared with the years 1886-87 and 1887-88.

The revenue derived from the rent and maintenance of lines and instruments supplied to Railways and Canals continues to increase as those extend.

13. **Net Revenue.**—There is an increase of R1,14,287 as compared with the figures of 1888-89. A scrutiny of the details given in the statement in paragraph 10 shows a large proportion of this increase to be due to the extensions of the operations of the Department connected with Railways and Canals. The dividend earned, including all receipts, amounts to R4·34 per cent. This dividend, however, is reduced to R2·19 when the value of State messages and other *pro formâ* revenue has been deducted.

III.—TRAFFIC.

14. A detailed Return of the number and value of Inland and Foreign paid telegrams, sub-divided into the two classes of State and Private, with the corresponding figures for the previous year, will be found in Appendix B. Of this Appendix, the following is an abstract :—

Class of telegram.	1889-90.		1888-89.	
	No.	Value.	No.	Value.
		R		R
State Inland	493,442	9,46,586	441,375	9,26,391
State Foreign	5,947	45,245	5,888	55,377
Total State	499,389	9,91,831	447,263	9,81,768
Private Inland	2,191,645	22,78,300	2,115,863	22,31,514
Private Foreign	441,537	17,56,221	420,026	16,33,436
Total Private	2,633,182	40,34,521	2,535,889	38,64,950
Total State and Private	3,132,571	50,26,352	2,983,152	48,46,718

The net increase of the traffic of the year over that of its predecessor is 1,49,419, or 5 per cent., in number, and R1,79,634, or 3·70 per cent., in value. A noticeable feature in the Return, and one which will be referred to again further on, is that, while State telegrams have increased in number by 52,126, the net increase in their value has been only R10,063. Private traffic, both Inland and Foreign, has increased in number and in value, the excesses under both heads being R97,293 and R1,69,571, respectively.

15. The above abstract includes the telegrams despatched from the offices named in the margin, the receipts of which are, under special arrangements with the local Governments concerned, credited to Provincial revenues. The particulars of the traffic of these offices are as follows :—

False Point.
Dhulia.
Malegaon.

Class of telegram.	1889-90.		1888-89.	
	No.	Value.	No.	Value.
		R		R
State	1,775	1,692	1,817	1,835
Private	2,313	2,369	2,337	2,501
Total	4,088	4,061	4,154	4,336

16. Deducting Provincial from gross revenue, the net Imperial message earnings of the past two years have been—

	1889-90. R	1888-89. R
State	9,90,139	9,79,933
Private	40,32,152	38,62,449
Total	50,22,291	48,42,382

17 The numerical percentages of State and Private telegrams, both Inland and Foreign, and the corresponding percentages of values, are shown in the following table :—

Class of telegrams.	Inland.		Foreign.		Total.	
	No.	Value.	No.	Value.	No.	Value.
		R		R		R
State	15·75	18·83	0·19	0·90	15·94	19·73
Private	69·96	45·33	14·10	34·94	84·06	80·27
Total	85·71	64·16	14·29	35·84	100·00	100·00

These figures are almost identical with those of 1888-89, and the results indicate that the volume of State traffic has now fallen to the level, proportionate to the total traffic, which it held prior to the annexation of Upper Burma. In the year 1886-87, when military operations in Burma commenced, the value of inland State telegrams amounted to 33·55 per cent. of the total message traffic of the Department, against 18·83 per cent. in 1889-90, the average of the four years prior to 1886-87 having been 19·1 per cent.

Inland State Telegrams.

18. During the year 493,442 Inland State telegrams were sent, of the value of R9,46,586, against 441,375 telegrams of the value of R9,26,391 in the preceding year, the net result being an increase in number of 11·79 per cent., and in value of 2·18 per cent. Among the causes which produced a decrease in the State traffic during 1889-90 was the cessation of military operations in Hazara and Sikkim; on the other hand, the Chin-Lushai operations, the Zhob Valley expedition, and scarcity in parts of the Madras Presidency contributed to increase this class of traffic.

19. The small increase in value, as compared with number, was mainly due to the greater use of the *Deferred* and *Ordinary* classification, and the consequent restriction in the number of *Urgent* telegrams. This cause, aided by the adoption of greater brevity in the composition of telegrams, has produced the satisfactory result that the average cost of an Inland State telegram has fallen in 1889-90 to R1·91, against R3·58 in 1886-87, and the average number of chargeable words per telegram has decreased from 24·1 to 21·1.

20. The State Traffic is no doubt lagely influenced by exceptional causes, such as military operations, famines, &c., which at times absolutely necessitate a liberal use of the wires; but it must be remembered that wires have only a limited carrying capacity, and it is therefore to the interest both of the Government and the public that no unnecessary work should be thrown on them by the disregard of brevity on the part of State officials. The progress recorded above towards the curtailment of the length of State telegrams may be considered satisfactory.

Foreign State Telegrams.

21. The number of Foreign State telegrams sent during the year was 5,047 the Indian share of the cost of which was R45,245, the corresponding figures of the previous year being R5,888 and R55,377, respectively, an increase of 1 per

cent. in number, and a decrease of 18·3 per cent. in value. This great reduction in value, coupled with a slight increase in number, is a very satisfactory indication of the economy which results from the use of the Official Word-code. The Indian share must be multiplied by nine to give the approximate total cost to the Government of India of these telegrams, and as the Government has only a very limited interest in the eight-ninths paid away to other Administrations at the Indian frontiers, the importance of using a Code which enables the telegrams to be materially abbreviated is obvious.

22. The table at paragraph 35 shows the steady diminution of this traffic during the past few years, and as a new and greatly enlarged edition of the Word-code was introduced on the 1st June 1890, it may be hoped that the very satisfactory results of the past year will be still further improved upon.

Inland Private Telegrams.

23. These telegrams forming, as they do (*vide* paragraph 17) 70 per cent. of the total number of paid telegrams dealt with, did not show the satisfactory increase during the year under report that they have for some years past.

24. The table at paragraph 34 gives the statistics of number and value for several years, and it will be seen by reference to it that the traffic received a decided, though it may be hoped only a temporary, check, notwithstanding an increase of 83 in the number of offices opened by the end of the year.

The number and value of the telegrams (including *Press*) for the last two years is as follows:—

	Number.	₹
1888-89	2,115,863	22,31,514
1889-90	2,191,645	22,78,300

25. The increases are only 3·58 per cent. in number, and 2·10 per cent. in value, and these comparatively poor results are mainly attributed to two causes—(1) that the year 1888-89 was an abnormal one of excessive speculation in grain, opium, &c., and (2) that its successor was exceptionally dull in these respects. The falling-off of the receipts is most marked in Bombay, the Central Provinces, Central India, and Rajputana. It is a well-established fact that the revenue of the Department is largely influenced by sudden fluctuations in prices, inducing speculation, and that years of normal, evenly flowing trade are not so productive of revenue as those during which the markets of country produce are in an unsettled state.

26. In considering the steady growth of the Inland Private traffic for several years past, the fact must not however be lost sight of that the Department is constantly extending its sphere of operations, and that from the new offices opened annually, involving as they do heavy increased expenditure, increased receipts are to be expected. The last column in the statement at paragraph 34 shows the growth in the number of offices opened, and, judged by this standard, the increase in the receipts is amply accounted for.

Foreign Private Telegrams.

27. Under this head there has been an increase over the previous year of 21,511 in number, and ₹1,22,785 in value, being at the rate of 5·12 and 7·52 per cent., respectively. A statement of the traffic compared with that of previous years will be found at paragraph 35, the figures of the year under review being 4,41,537 telegrams of the value (Indian share) of ₹17,56,221. About half the increase has been in telegrams transiting India. The traffic between India and the West has been almost stationary, as in fact has been the case for several years, but there has been a satisfactory increase between India and Ceylon, the Straits, China, &c. Owing to the rise in exchange, it was found practicable to make a small reduction in the charges for telegrams to Europe with effect from the 1st February last, the rate per word having been reduced from ₹3 to ₹2-14 *vid* Teheran or Suez.*

* The rapid rise in exchange that has taken place since the close of last official year has enabled a further and more considerable reduction to be made.