

SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending on Saturday, December 23rd, 1893.

Throughout the whole of the week under review a large area of high and uniform pressure has been stationary over the greater part of Northern and Central India. From this area readings have decreased southward and the lowest pressures have been steadily reported from Malabar and Ceylon. Light and variable winds and calms with fine weather have prevailed within the high pressure area, noticed above, while over North-East India and the Peninsula northerly to easterly winds have been experienced and occasional light showers have fallen. Notwithstanding the general absence of rain the mean temperature has been lower than usual over the provinces of Burma, Bengal, Assam, Bombay and Madras, and was about normal in other parts of the country except in North-West India, there was some excess.

On Sunday, December 17th, pressure was changing irregularly and by small amounts. A large high pressure area overlay North-Western and Central India, and a smaller high pressure area North-Eastern India. From these areas readings decreased southward and were lowest over Ceylon and the south of the Bay. The wind was north-westerly over the Gangetic plain and between north and east elsewhere. Light rain had fallen at Bhamo and at one or two places in [illegible] Peninsula. On the 18th pressure was decreasing except in [illegible]bay, but the general distribution of pressure and [illegible]ally unchanged. Heavyish rain (3·25 inches) had

fallen at Negapatam, moderate rain (1·82 inch) at Colombo, and light showers at Wellington and Srinagar. On the 19th the barometer was falling over the Indus Valley and rising elsewhere. Pressure was uniform over the greater part of the country, but moderate gradients prevailed over North-East India and over the south of the Peninsula. The winds were unaltered. A further heavyish fall of rain (2·42 inches) was reported from Negapatam and a light shower from Tinnevelly. The chart of the 20th showed small and irregular barometric changes. Hence the general conditions were unaltered, high uniform pressures and light winds or calms prevailing over the greater part of India, but moderate gradients and light to moderate winds over North-East India and the Peninsula. The only rainfall was a shower at Negapatam. On the 21st pressure was decreasing generally, but the changes were small and the pressure distribution and the winds were unchanged. Light rain had fallen at Negapatam. On the 22nd, the barometer was falling in Baluchistan and Sind, but elsewhere the changes were unimportant. Northerly to easterly winds prevailed over North-Eastern India, the Bay, and the Peninsula, and calms and variable breezes in Central and North-West India. There was no rain anywhere. The chart of the 23rd showed that the barometer had continued to fall over India and Burma, the changes being brisk over Northern India. Gradients had become slighter and there was hardly any air movement over Northern and Central India. There was again no rain.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India:—

Province.	December 1893.							Mean variation of week.
	17th.	18th.	19th.	20th.	21st.	22nd.	23rd.	
	°	°	°	°	°	°	°	°
Burma	−2·5	−3·4	−1·6	−2·1	−2·3	−1·5	−2·0	−2·2
Bengal and Assam	−1·8	−2·3	−3·6	−0·8	+0·4	+0·7	+0·9	−0·9
North-Western Provinces and Oudh	−1·5	−0·5	+0·9	+1·6	+1·5	+1·7	+1·0	+0·7
Punjab	+1·2	+1·5	+3·6	+3·4	+4·2	+4·7	+3·1	+3·1
Bombay	−1·2	−0·4	−0·7	−0·1	−0·4	+0·1	−0·2	−0·4
Central Provinces and Berar	−1·3	−1·0	−1·1	+1·4	+2·1	+1·6	+0·4	+0·3
Central India and Guzerat	−0·4	−0·5	+1·1	+2·8	+2·7	+1·5	+1·3	+1·2
Sind and Rajputana	+0·6	+2·0	+2·0	+2·9	+2·2	+2·3	+2·5	+2·1
Madras	−1·5	−1·9	−1·8	−2·0	−1·5	−1·0	−0·8	−1·5
Mean for whole of India	−0·9	−0·7	−0·1	+0·8	+1·0	+1·1	+0·7	+0·3

On the first three days of the week the mean temperature of the whole country was slightly below the normal average, but on the four other days there was an excess of about 1°·0. The provincial variations show that on the mean of the week there was a deficiency, compared with the normal, of 2°·2 in Burma, of 1°·5 in Madras, of 0°·9 in Bengal and Assam, and of 0°·4 in Bombay. In the other provinces there was an excess which, however, was small except over North-West India.

Rain.—The rainfall table at the close shows that during the week rain occurred only in three of the rainfall divisions. Madras (south-central) had an average fall for the division of 0·04 inch, Madras (south) of [illegible] inch, and East Coast (south) of 0·42 inch. The only heavy f[illegible] Negapatam which station had a total of 5·86 inc[illegible]

Province.	Division.	Rainfall data for week ending December 23rd, 1893.			Rainfall data from October 15th to December 23rd, 1893.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 15th to December 23rd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inch.	Inches.	Inch.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	1·48	5·26	− 72
	Lower Burma	0	0·01	−0·01	5·59	7·17	− 22
	Central ditto	0	0·01	−0·01	5·20	4·55	+ 14
	Upper ditto	0	?	?	4·68	?	?
	Arakan	0	0·03	−0·03	7·56	7·43	+ 2
Bengal and Assam	Eastern Bengal	0	0·03	−0·03	5·06	4·45	+ 14
	Assam (Surma)	0	0·03	−0·03	5·06	4·08	+ 24
	Ditto (Brahmaputra)	0	0·08	−0·08	2·28	2·55	− 10
	Deltaic Bengal	0	0·05	−0·05	2·22	2·83	− 22
	Central ditto	0	0·04	−0·04	2·55	2·30	+ 10
	North ditto	0	0·06	−0·06	3·16	2·51	+ 26
	Orissa	0	0·13	−0·13	6·65	5·31	+ 25
	Chota Nagpur	0	0·15	−0·15	2·56	1·85	+ 38
	Bihar (South)	0	0·06	−0·06	3·54	1·59	+123
	Ditto (North)	0	0·05	−0·05	5·75	1·27	+353
North-Western Provinces and Oudh	North-Western Provinces (East)	0	0·11	−0·11	5·39	1·11	+386
	North-Western Provinces (Submontane) (*a*)	0	0·08	−0·08	6·26	1·03	+508
	Oudh (South)	0	0·17	−0·17	4·06	0·71	+472
	Ditto (North)	0	0·17	−0·17	4·78	0·63	+659
	North-Western Provinces (Central)	0	0·13	−0·13	2·27	0·48	+373
	North-Western Provinces (West)	0	0·12	−0·12	1·15	0·36	+219
	North-Western Provinces (Submontane) (*b*)	0	0·17	−0·17	4·28	0·54	+693
Punjab	Punjab (South)	0	0·09	−0·09	0	0·34	−100
	Ditto (Central)	0	0·08	−0·08	0·08	0·37	− 78
	Ditto (Submontane)	0	0·20	−0·20	0·07	0·63	− 88
	Ditto (Hill Districts)	0	0·35	−0·35	0·19	1·36	− 86
	Ditto (North-West)	0	0·08	−0·08	0·06	1·01	− 94
	Ditto (West)	0	0·01	−0·01	0	0·23	−100
Bombay and Malabar Coast Districts (Madras)	Malabar	0	0·12	−0·12	11·06	9·90	+ 12
	Madras (South-Central)	0·04	0·44	−0·40	13·98	9·68	+ 44
	Coorg	0	0·14	−0·14	8·48	8·06	+ 5
	Mysore	0	0·21	−0·21	4·48	5·80	− 23
	Konkan	0	0·08	−0·08	1·97	3·59	− 45
	Bombay Deccan	0	0·14	0·14	2·57	4·14	− 38
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·22	−0·22	1·25	2·71	− 54
Central Provinces and Berar	Berar	0	0·14	−0·14	4·76	2·58	+ 84
	Central Provinces (West)	0	0·16	−0·16	4·39	1·78	+147
	Ditto ditto (Central)	0	0·07	−0·07	5·31	1·40	+279
	Ditto ditto (East)	0	0·09	−0·09	2·46	1·54	+ 60
Bombay (North)	Guzerat	0	0·02	−0·02	0·94	0·60	+ 57
	Kattywar	0	0	0	0·82	0·34	+141
	Sind	0	0·05	−0·05	0·06	0·22	− 73
Rajputana and Central India	Central India (East)	0	0·04	−0·04	2·54	0·82	+210
	Rajputana (East), Central India (West)	0	0·04	−0·04	1·29	0 58	+122
	Rajputana (West)	0	0·02	−0·02	1·63	0·15	+987
Madras	East Coast (North)	0	0·13	−0·13	12·39	8·96	+ 38
	Ditto (ditto) (*a*)	0	0·04	−0·04	4·45	5·35	− 17
	Hyderabad (South)	0	0·03	−0·03	3·56	1·38	+158
	Madras (Central)	0	0·13	−0·13	5·52	5·48	+ 1
	East Coast (Central)	0	0·42	−0·42	21·06	12·97	+ 62
	Ditto (South)	0·42	1·64	−1·22	22·90	18·57	+ 23
	Madras (South)	0·10	0·86	−0·76	12·22	13·01	− 6

W. L. DALLAS,
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Simla, the 28th December, 1893.

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

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

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

Madras.—*For week ending 30th December.*—A few showers in parts of the Carnatic and Tanjore; no rain elsewhere. The rainfall to date has exceeded the average except in Malabar, Tinnevelly and Madras, and nowhere is it seriously deficient. Sowings still going on in parts. Standing crops flourishing generally. Water for irrigation sufficient. Harvest continues to yield average outturn. Pasture and fodder sufficient. Prices easier in the Circars and Southern districts; almost unaltered elsewhere.

Bombay.—*For week ending 3rd January.*—Slight rain in four districts, more rain required in parts of the Deccan. Standing crops withering for want of moisture or damaged by insects, rats, excessive cold or blight in parts of six districts; prospects otherwise good. Sowing of late crops progressing in seven, and reaping of early crops in eight, districts. Land being prepared for next season in one district. Cotton-picking continues in three districts. Fodder sufficient and agricultural stock good. Prices steady.

Bengal.—*For week ending 30th December.*—There was no rainfall during the week. The harvesting of winter rice is being rapidly completed, and reports of the outturn continue to be generally satisfactory. Prospects of the spring crops and of poppy and tobacco are favourable. Sugarcane is being harvested in some districts. *Ganja* prospects in the Rajshahi district are good. No important change in the price of common rice occurred during the week. Cattle are in good condition and the supply of fodder is sufficient. The number of persons on relief-works and gratuitously relieved during the week were—FARIDPUR (MADARIPUR SUB-DIVISION.)—*Relief-works*, 220 men and 40 children. *Gratuitous relief*, 39 men, 209 women, and 147 children, total 395, against 125 in the previous week; BACKERGUNGE (SADAR AND PIROJPUR SUB-DIVISIONS.)—*Gratuitous relief*, men 369, women 1,500, and children 1,873, total 3,742, against 2,277 (inclusive of Pirojpur figures) in the preceding week.

North-Western Provinces and Oudh.—*For week ending 3rd January.*—The weather has been generally cloudy, and showers have fallen in places, benefiting the standing crops. Poppy doing well. Sugarcane-pressing going on. Spring crops flourishing. Supplies and fodder sufficient. Prices fairly steady.

Punjab.—*For week ending 3rd January.*—Rain has fallen in five districts. Harvesting of autumn crops nearly over. Irrigation of spring crops going on. Condition of standing crops is generally good and prospects are reported to be good to average. Rain badly wanted in Dera Ismail Khan. Field rats are doing damage to crops in parts of Umballa and Lahore. Cattle are generally reported to be in good condition, and fodder is sufficient in all districts except in parts of Shahpur, where it is scarce. The poppy crop has germinated well. Prices falling in six districts; stationary elsewhere.

Central Provinces.—*For week ending 3rd January.*—Weather cloudy during the latter part of the week with slight showers of rain in eight districts. Insects are reported to have attacked the winter crops in three districts; elsewhere the crops are reported to be in good condition. Prices steady.

Burma.—*For week ending 30th December.*—No rain has fallen. Reaping and threshing of the main paddy crop progressing in Lower Burma. The first of the crop has reached the Rangoon market. Crop prospects continue good. Harvesting of wet-weather paddy in Upper Burma approaching completion. Reaping of millets and sessamum and planting of dry-weather crops progressing. The price of paddy has risen considerably in Magwe and has fallen considerably in Henzada, Wakema, Shwegyin and Mandalay, while in Rangoon there is a slight fall. Fodder and water-supplies sufficient.

Assam.—*For week ending 2nd January.*—Weather seasonable. Harvesting of late rice continues. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 3rd January.*—MYSORE: Standing crops in good condition. Harvesting operations still continue. No material change in prices.

COORG: Reaping of rice and picking of coffee in progress. Fodder and water sufficient for cattle. Prices stationary.

Berar and Hyderabad.—*For week ending 3rd January.*—BERAR: Weather seasonable. Crops generally in satisfactory condition. Picking of cotton and cutting of *jowar* (*Sorghum vulgare*) continue. Weeding operations in Akola not yet completed. Supply of fodder and water ample. Cattle doing well. Prices fallen slightly in two talukas.

HYDERABAD: No rain during the week. Sowing of hot-weather crops continues. Spring crops in good condition.

Central India.—*For week ending 3rd January.*—Slight rain fell during the week in several parts of Central India. The autumn crops are being gathered in Bhopal; cotton-picking in progress in Gwalior, and spring operations in progress in other parts. Standing crops generally in good condition throughout Central India. Outturn expected to be good, except in parts of Gwalior. Condition of agricultural stock indifferent in Gwalior; good in other Agencies. Prices of foodgrains low in Bhopal, falling in West Malwa, steady elsewhere. The opium crop is in good condition in parts of Gwalior and Western Malwa, fair in Bhopal and the Neemuch district.

Rajputana.—*For week ending 3rd January.*—Rain fell in Jeypore, Abu, Marwar, and Jhallawar. Agricultural operations, standing crops, and cattle, generally satisfactory. Prospects generally good. Pasturage or fodder sufficient. Prices falling in three States, risen in one, fluctuating in one, and steady elsewhere.

Kashmir.—*For week ending 2nd January.*—Snow and rain since the 31st December. Prices stationary.

Nepal.—*For week ending 30th December.*—Weather cloudy. Prospects normal.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 24TH DECEMBER 1892, AND FROM 1ST JULY TO 23RD DECEMBER 1893.

N.B.—As regards the figures in column *Total Receipts from 1st July 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd-half of 1892.	Week ending 24th December 1892.			Week ending 23rd December 1893.			Earnings from 1st July to 24th December 1892.	Earnings from 1st July to 23rd December 1893.	Increases during the 2nd-half of 1893.	Decreases during the 2nd-half of 1893.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	521	1,639	9,67,307	590	1,634	10,46,349	640	2,14,47,215	2,23,90,942	9,43,727	...
Bengal-Nágpur	101	831	1,24,528	150	863	1,20,058	140	20,39,418	21,82,406	1,42,988	...
Indian Midland	106	752	1,11,022	148	752	1,21,723	162	19,91,595	20,70,205	78,010	...
Bezwada Extension (*a*)	95	21	2,360	112	112	5,122	46	50,347	1,46,576	96,229	...
Metre gauge—											
Rajputana-Malwa (*b*)	216	1,674	4,18,417	250	1,699	5,17,710	305	88,67,577	89,55,169	87,592	...
South Indian	135	1,106	1,60,241	145	1,043	1,38,564	133	36,63,940	35,82,489	...	81,451
Southern Mahratta (*c*)	78	1,044	1,01,686	97	1,163	1,08,445	93	20,03,071	25,02,944	4,99,873	...
Bengal and North-Western (*d*)	111	755	92,905	123	756	97,620	129	20,90,327	20,40,186	...	50,141
Rohilkund and Kumaon (Lucknow-Bareilly section)	56	199	14,693	74	223	14,809	66	2,64,962	2,71,649	6,687	...
Pálanpur-Deesa	...	...	...	...	16	1,510	93	...	(*e*)4,963	4,963	...
TOTAL	213	8,021	19,93,159	248	8,261	21,72,510	263	4,24,18,452	4,41,47,529	17,29,077	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	178	2,511	5,54,008	221	2,509	6,74,966	269	1,09,21,243	1,35,46,027	26,24,784	...
Oudh and Rohilkhand (state)	193	692	1,08,313	243	740	1,09,235	229	33,04,974	30,12,166	3,07,192	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	344	777	2,39,407	308	778	2,43,570	313	66,94,585	67,25,730	31,145	...
Bengal Central (*g*)	121	125	15,058	120	125	15,880	127	3,78,483	3,70,051	...	2,4
East Coast (state)	...	...	...	...	175	10,023	57	...	(*h*)2,44,264	2,44,264	...
Metre gauge—											
Burma (state)	157	715	1,14,926	161	730	93,253	128	27,90,788	23,72,917	...	4,17,8
Special gauges—											
Jorhát (state provincial)	55	28	915	33	28	1,562	56	36,341	36,684	343	...
Cherra-Companyganj (state provincial)	44	8	610	76	8	410	51	8,489	10,464	1,975	...
TOTAL	202	4,856	19,93,237	225	5,093	12,08,899	237	2,41,34,903	2,69,24,303	27,89,400	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	399	1,490	9,37,713	629	1,490	9,58,407	643	1,43,75,920	1,40,68,675	...	3,07,2
Bombay, Baroda and Central India	444	461	2,49,155	540	461	3,20,000	694	50,03,348	54,61,504	4,58,216	...
Madras	224	840	2,11,112	251	840	1,92,111	229	40,34,053	49,34,471	2,99,818	...
TOTAL	353	2,791	13,97,980	501	2,791	14,70,518	527	2,40,13,921	2,44,64,710	4,50,789	...
TOTAL (GUARANTEED AND STATE)	234	15,668	44,84,376	286	16,145	48,51,927	301	9,05,67,276	9,55,36,542	49,09,266	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	126	162	19,750	122	161	22,038	187	5,23,081	5,81,893	58,812	...
Tarkessur	226	22	4,023	210	22	4,723	215	1,25,544	1,18,487	...	7,057
Metre gauge—											
Rohilkund and Kumaon (Company's section)	115	67	5,131	77	67	14,783	221	1,99,634	2,08,004	8,370	...
Dibru-Sadiya	121	78	86	1	78	6,202	80	2,37,012	2,51,535	14,523	...
TOTAL	129	329	29,590	90	328	47,746	146	10,85,271	11,59,919	74,648	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	148	333	63,460	191	333	60,339	181	11,97,403	11,85,504	...	11,8
The Gaekwar's Petlád	78	13	1,042	80	13	910	70	26,054	26,339	285	...
Rájpura-Bhátinda	92	108	9,211	85	108	9,543	88	2,29,000	3,11,366	82,360	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	95	331	35,005	106	362	34,814	96	7,33,411	8,34,577	1,01,166	...
The Gaekwar's Mehsána	44	93	5,960	64	93	10,230	110	98,020	1,28,899	30,873	...
Kolhapur	61	29	1,795	62	29	1,708	59	43,438	52,476	9,038	...
Special gauge—											
The Gaekwar's Dabhoi	49	72	4,052	56	72	5,100	71	85,937	88,989	3,052	...
TOTAL	103	979	1,20,525	123	1,010	1,22,644	121	24,13,275	26,28,150	2,14,875	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	70	334	30,898	93	334	41,118	123	5,73,721	7,04,490	1,30,769	...
Jetalsar-Rájkot	...	...	...	...	46	2,638	57	...	68,500	68,500	..
Jodhpur-Bickaneer	55	291	14,664	50	364	21,600	59	3,97,989	3,98,803	814	..
Special gauge—											
Morvi	57	94	5,827	62	94	6,751	72	1,33,595	1,47,115	13,520	..
TOTAL	62	719	51,389	71	838	72,107	86	11,05,305	13,18,908	2,13,603	..
GRAND TOTAL	218	17,695	46,85,880	265	18,321	50,94,424	278	9,51,71,127	10,06,43,519	54,72,392	...

(*a*) Includes the Bezváda-Godavari section of the East Coast (state) railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Total receipts from 8th November to 23rd December 1893.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot Railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Total receipts from 15th July to 23rd December 1893.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

CALCUTTA,
The 5th January 1894.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT,

RAILWAY STATISTICS.

No XXXVII OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st Abril 1893* audited figures have been used, as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 24th December 1892.			Week ending 23rd December 1893.			Earnings from 1st April to 24th Dec. 1892.	Earnings from 1st April to 23rd Dec. 1893.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by Companies.											
Standard gauge—											
East Indian	580	1,639	9,67,307	590	1,634	10,46,349	640	3,54,41,628	3,55,61,179	1,19,551	...
Bengal-Nágpur	140	831	1,24,528	150	863	1,20,658	140	38,60,566	41,26,897	2,66,331	...
Indian Midland	129	752	1,11,022	148	752	1,21,723	162	35,00,098	34,76,047	...	24,051
Bezváda Extension (*a*)	80	21	2,360	112	112	5,122	46	69,036	2,38,578	1,69,542	...
Metre gauge—											
Rajputana-Malwa (*b*)	258	1,674	4,18,417	250	1,699	5,17,710	305	1,55,36,670	1,55,84,029	47,359	...
South Indian	139	1,106	1,60,241	145	1,043	1,38,564	133	56,48,279	58,19,009	1,70,730	...
Southern Mahratta (*c*)	87	1,044	101,686	97	1,163	1,08,445	93	32,16,467	42,63,032	10,46,565	...
Bengal and North Western (*d*)	137	755	92,905	123	756	97,620	129	37,38,010	36,63,642	...	74,368
Rohilkhand and Kumaon (Lucknow-Bareilly section)	66	199	14,693	74	223	14,809	66	4,64,436	4,83,613	19,177	...
Pálanpur-Deesa	...	...	...	...	16	1,510	93	...	(*e*)4,963	4,963	...
TOTAL	243	8,021	19,93,159	248	8,261	21,72,510	263	7,14,75,190	7,32,20,989	17,45,799	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	201	2,511	5,54,008	221	2,509	6,74,966	269	1,79,34,683	2,11,22,253	31,87,570	...
Oudh and Rohilkhand (state)	235	692	1,08,313	243	740	1,69,235	229	59,47,414	61,49,880	2,02,466	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,39,407	308	778	2,43,570	313	89,45,010	91,67,344	2,22,334	...
Bengal Central (*g*)	120	125	15,058	120	125	15,880	127	5,01,828	5,03,924	2,096	...
East Coast (state)	...	...	...	...	175	10,023	57	...	(*h*)2,44,264	2,44,264	...
Metre gauge—											
Burma (state)	194	715	1,14,926	161	730	93,253	128	46,04,111	40,79,880	...	5,24,231
Special gauges—											
Jorhát (state provincial)	46	28	915	33	28	1,562	56	52,603	55,021	2,418	...
Cherra-Companyganj (state provincial)	47	8	610	76	8	410	51	12,697	16,084	3,387	...
TOTAL	217	4,856	10,93,237	225	5,093	12,08,899	237	3,80,58,346	4,13,98,650	33,40,304	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	513	1,490	9,37,713	629	1,490	9,58,407	643	2,71,51,764	2,61,24,120	...	10,27,644
Bombay, Baroda and Central India	605	461	2,49,155	540	461	3,20,000	694	1,01,13,725	1,05,65,084	4,51,359	...
Madras	226	840	2,11,112	251	840	1,92,111	229	69,74,943	75,72,932	5,97,989	...
TOTAL	442	2,791	13,97,980	501	2,791	14,70,518	527	4,42,40,432	4,42,62,136	21,704	...
TOTAL (GUARANTEED AND STATE)	271	15,668	44,84,376	286	16,145	48,51,927	301	15,37,73,968	15,88,81,775	51,07,807	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	162	19,750	122	161	22,038	187	8,03,487	9,02,619	99,132	...
Tárkessur	252	22	4,623	210	22	4,723	215	2,05,739	2,00,453	...	5,286
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	5,131	77	67	14,783	221	3,38,093	3,45,368	7,275	...
Dibru-Sadiya	123	78	86	1	78	6,202	80	3,69,257	3,83,376	14,119	...
TOTAL	135	329	29,590	90	328	47,746	146	17,16,576	18,31,816	1,15,240	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	63,460	191	333	60,339	181	18,65,586	19,35,227	69,641	...
The Gaekwar's Petlád	96	13	1,042	80	13	910	70	45,813	43,974	...	1,839
Rajpura-Bhatinda	92	108	9,211	85	108	9,543	88	3,58,536	4,58,536	1,00,000	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	94	331	35,005	106	362	34,814	96	10,58,449	12,89,709	2,31,260	...
The Gaekwar's Mehsána	59	93	5,960	64	93	10,230	110	1,84,704	2,28,214	43,510	...
Kolhápur	67	29	1,795	62	29	1,708	59	66,601	83,617	17,016	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	4,052	56	72	5,100	71	1,75,484	1,69,786	...	5,698
TOTAL	107	979	1,20,525	123	1,010	1,22,644	121	37,55,173	42,09,063	4,53,890	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	30,898	93	334	41,118	123	11,61,868	14,11,171	2,49,303	...
Jetalsar-Rajkot	...	...	...	...	46	2,638	57	...	(*k*)97,785	97,785	...
Jodhpur-Bickneer	60	291	14,664	50	364	21,600	59	6,63,104	6,25,359	...	37,745
Special gauge—											
Morvi	65	94	5,827	62	94	6,751	72	2,31,856	2,37,554	5,698	...
TOTAL	80	719	51,389	71	838	72,107	86	20,56,828	23,71,869	3,15,041	...
GRAND TOTAL	251	17,695	46,85,880	265	18,321	50,94,424	278	16,13,02,545	16,72,94,523	59,91,978	...

(*a*) Includes the Bezváda-Godavari section of the East Coast (state) railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*d*) Includes the Tirhoot State railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Total receipts from 8th November to 23rd December 1893.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Total receipts from 15th July to 23rd December 1893.
(*i*) Includes the Wardah Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.
(*k*) Total receipts from 12th April to 23rd December 1893.

F. B. HEBBERT,
Under Secretary.

CALCUTTA,
The 5th January 1894.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1893.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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	...	...	...	...	10 10	10 10	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 12	256 12	12 0	12 0
Tavoy	...	...	...	...	11 4	10 12	12 9	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	10 15½	10 15½
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 6	9 6	11 6	11 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 4	14 4
Bassein	...	...	...	...	12 10	13 0	15 5	14 4	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	10 10	9 13	11 5	10 6	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	14 13	12 5	18 8	14 13	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	12 7	11 1	12 7	11 1	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 14	11 12	16 7	14 12	...	...	...	...	...	...	...	...	10 13	10 13	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	12 2	12 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 0	326 8	14 3	14 3
Thayetmyo	20 8	11 10	...	...	11 11	11 3	14 8	13 13	...	...	...	...	...	...	...	...	13 9	13 9	28 3	28 3	8 10	8 10	245 0	196 0	12 14	12 14
Upper Burma—																										
Mandalay	22 0	23 1	...	...	11 8	11 4	12 0	12 4	26 15	26 15	...	...	...	...	...	...	12 5	12 5	28 10	30 3	9 10	9 13	82 0	82 0	14 6	15 2
Bamo	...	...	...	...	7 0	6 0	9 0	8 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	6 0	6 0	182 0	182 0	7 8	7 8
Pakôkku	...	...	...	...	9 0	9 13	11 0	12 0	30 0	30 0	...	...	...	...	...	...	15 0	16 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	8 0	8 0	9 6	9 6	...	...	...	...	...	...	...	...	11 0	14 4	25 10	25 10	5 13	4 3	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	13 1	11 6	15 6	12 5	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	469 11	469 11	16 0	16 0
Kyaukpyu	...	...	...	...	8 7	8 8	9 5	9 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	340 0	340 0	15 12	15 12
Akyab	...	...	...	...	10 0	9 0	11 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	12 0	12 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	7 0	6 12	11 6	8 12	...	...	...	...	...	...	...	...	12 6	12 6	...	...	...	...	...	...	8 4	8 6
Cachar	7 8	6 6	...	...	7 7	7 0	8 8	8 4	...	...	...	...	...	...	...	...	10 0	11 0	...	...	...	...	80 0	80 0	7 8	7 12
Khási and Jaintia Hills	6 0	6 4	...	...	3 13	3 14	5 8	5 3	...	...	...	...	...	...	...	...	7 0	7 0	10 0	9 0	...	...	80 0	80 0	5 0	6 5
Garo Hills	...	...	...	...	6 8	6 0	10 0	9 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 4	6 0	10 0	8 8	...	...	...	...	...	...	...	...	12 8	13 0	...	...	13 0	13 0	120 0	120 0	9 4	10 0
Kámrup	8 12	8 8	...	...	8 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	10 8	10 0	...	...	...	...	160 0	160 0	9 8	9 8
Darrang	9 0	9 0	...	...	8 0	8 0	9 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	8 0	10 0
Nowgong	...	...	...	...	6 8	6 8	10 8	9 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	120 0	120 0	9 0	9 0
Sibságar	...	...	...	...	10 0	10 0	15 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	80 0	160 0	7 4	8 0
Lakhimpur	7 0	7 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	140 0	160 0	...	...
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	8 14	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	4 0	4 0	...	4 8	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	8 4	8 0	9 0 and 11 7	8 6	...	...	...	...	...	...	...	...	13 6	14 8	...	...	...	...	80 0	80 0	9 0	9 0
Noakhali	...	...	...	...	8 0	7 0	11 0 to 12 0	9 0 to 10 4	...	...	...	...	...	...	...	...	12 0	11 8	...	...	...	...	...	...	8 0	6 8
Chittagong	11 0	11 0	...	...	8 14	8 8	12 4	11 13	...	...	...	...	...	...	...	...	11 0	11 8	...	...	...	...	80 0	80 0	10 0	10 0
Tippera	9 12	9 12	...	...	8 4	8 0	10 0	8 8	...	...	...	...	...	...	...	...	11 4	11 4	...	...	6 12	6 14	...	...	8 0	7 12
Dacca	12 0	13 0	...	16 0	8 8	7 8	9 8	9 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	19 0	15 0	140 0	140 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	8 0	7 0	9 0	8 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	9 0	8 0	11 0	10 0*	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 8	10 8	160 0	160 0	9 0	9 0
24-Parganas	13 4	13 4	16 0	16 0	7 0	7 0	12 8	11 8	...	...	...	...	...	...	8 0	8 0	20 0	20 0	16 0	17 0	20 0	20 0	100 0	100 0	10 8	10 8
Midnapore	11 0	11 0	...	...	10 0	10 0	16 0	15 10	...	...	...	...	...	...	...	...	14 8	14 8	...	...	19 0	19 0	200 0	200 0	10 12	10 12
Howrah	...	...	...	...	9 8	9 8	11 8	11 8	...	...	...	...	...	...	...	...	...	...	...	...	12 0	11 8	105 0	105 0	10 0	10 0
Calcutta	12 10	12 9	15 6	16 3	7 5	7 4	9 14	9 12	19 1	18 4	...	...	...	...	9 0	8 12	14 10	14 0	19 1	19 5	18 0	17 12	85 0	85 0	10 13	10 13
Hooghly	14 0	12 0	14 0	12 0	8 8	9 0	10 12	10 8	...	...	...	...	...	...	...	...	16 0	13 8	...	...	10 8	12 0	120 0	140 0	12 12	11 9
Nadia (Krishnagar)	15 3½	15 3½	...	...	8 0	7 9	12 8½	12 1	...	...	...	...	...	...	...	...	22 13½	22 13	...	...	16 5½	22 13½	128 0	128 0	9 0	9 2½
Jessore	8 0	8 0	...	...	8 8	8 0	12 3	10 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	20 0	20 0	120 0	120 0	9 2	10 0*
Faridpur	16 0	14 8	18 0	...	7 0	9 0	10 0	11 8	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	120 0	...	9 4	9 0
Central—																										
Bankura	15 4	15 4	...	...	10 0	9 6	17 4	17 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	13 6	320 0	300 0	10 2	10 2
Burdwan	14 14	13 4	...	...	11 12	9 12	14 1	12 12	...	...	...	...	...	...	...	...	20 0	21 0	...	...	18 8	18 12	90 0	90 0	10 0	10 0
Birbhum	10 8	10 8	...	...	12 0	10 8	16 8	13 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	11 0	11 0
Murshidabad	14 0	14 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Sonthal Parganas	12 8	13 8	...	...	11 8	11 0	18 0	14 8	...	...	...	...	...	...	...	...	15 0	15 0	20 0	20 0	22 8	23 0	120 0	120 0	10 0	10 0
Pabna	15 12	16 14	21 0	21 0	6 0	6 0	12 12	12 0	...	...	...	...	...	...	...	...	17 4	16 0	...	...	22 8	22 8	200 0	200 0	9 12	9 12
Bogra	15 0	13 8	...	...	7 14	7 8	15 12	12 0	...	...	...	...	...	...	...	...	13 2	13 8	...	...	...	...	90 0	90 0	8 10	8 7
Rajshahi	16 8	15 12	24 0	18 12	9 0	10 8	12 0	11 4	...	...	...	...	...	...	...	...	21 0	21 0	...	...	21 0	20 12	240 0	240 0	9 9	9 9
Malda	16 0	16 0	...	...	10 0	...	15 0	14 0	...	...	...	...	...	...	13 0	13 0	15 0	15 0	20 0	20 0	12 0	12 8	160 0	160 0	9 0	9 0
Northern—																										
Rangpur	14 0	13 5	14 0	...	8 4	8 0	11 8	10 0	...	...	...	...	...	...	...	...	17 0	16 0	...	...	11 0	10 0	52 0	52 0	7 0	10 0
Dinajpur	14 6	15 10	12 8	...	9 8	9 8	13 3	13 3	...	...	...	...	...	...	...	...	13 0	14 12	...	...	21 0	25 0	160 0	160 0	9 0	10 0
Jalpaiguri	13 0	13 0	13 0	13 0	8 0	8 0	11 0	10 0	...	...	...	...	...	...	...	...	13 0	14 0	...	...	9 0	9 0	160 0	200 0	8 0	8 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	11 8	...	...	...	...	13 0	13 0	...	...	11 0	11 0	20 8	21 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	9 3	...	...	8 0	8 0	15 12	14 7	...	...	...	...	...	...	...	...	18 6*	17 2*	...	...	17 2	17 0	80 0	80 0	11 2	11 2
Cuttack	13 2	11 13	...	...	10 8	10 8	14 7	13 13	...	...	...	...	...	...	...	...	19 1*	20 5*	...	...	21 0	21 0	80 0	80 0	10 12	10 12
Balasore	14 0	14 0	10 0	10 0	11 0	11 0	19 0	18 4	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 0	10 0	130 0	130 0	11 0	10 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	16 0	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	13 4	14 0	16 0	...	9 0 to 10 0	9 8	16 8 to 19 8	16 0 to 18 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0	34 0	32 0	18 0	16 0	...	...	9 2	9 2
Lohardaga	8 0 to 11 0	8 0 to 11 0	15 0	16 0	13 0 to 14 0	13 0 and 16 0	18 0 to 20 0	22 0	...	...	...	...	40 0	35 0	...	...	13 0 to 14 0	12 0 to 13 0	20 0	20 0	20 0	13 0 and 20 0	160 0	160 0	9 0	9 0
Palámau	12 6	13 8	...	25 9	10 11	14 10	14 10	18 9	...	...	...	...	...	...	...	...	16 14	20 4	18 9	23 10	...	20 0	...	...	8 9	8 8
Hazáribágh	12 0 to 13 0	12 0 to 14 0	16 0	16 0	8 0	8 0	12 8 and 17 0	13 4 to 18 0	...	...	...	...	26 0	23 0 to 24 0	...	...	16 0	15 0 to 16 0	18 0	18 0 to 19 8	18 0	18 0	240 0	240 0	8 0	8 0

* Kalai.

(*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1893—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLUM (*Sorghum vulgare*).		BAIRA 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, CADIAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—	16 4 to 18 14	15 3 to 17 13	18 0	18 14 to 15	10 8	10 8	16 13	14 11	16 4	15 12 to 16 13	...	...	...	...	15 0	14 11	24 0 to 25 0	22 0 to 25 3	21 0 to 24 0	21 0 to 25 3	21 0 to 23 1	21 0 to 25 3	126 0 to 168 0	126 0	10 0	10 8
Gaya	15 0	15 0	19 8	19 0	9 12	9 8	16 0	14 4	19 8	17 8	...	...	21 0	21 0	15 4	15 0	19 0	19 0	19 0	19 8	19 8	19 8	120 0	120 0	9 12	9 12
Patna	17 0 and 18 0	16 0 and 17 0	24 0	24 0	11 0	11 0	19 0	19 0	...	...	...	...	28 0	28 0	20 0	20 0	30 0	28 0	27 0	25 0	27 0	27 0	130 0	130 0	11 0	11 0
Shahabad	13 0	13 0	21 0	20 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	20 0	21 0	20 0	20 0	20 0	160 0	120 0	10 0	10 0
Bihár, north—																										
Purnea	18 0	16 0	...	...	10 0	10 0	18 0	16 0	..	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	16 0	320 0	320 0	9 0	9 4
Bhágalpur	16 6	15 2	20 3	20 3	10 1	10 12	18 15	15 2	...	...	...	...	...	...	...	...	20 3	20 3	26 8	24 0	20 3	20 3	151 8	151 8	10 0	10 1
Darbhanga	14 4	14 0	16 8	13 0	13 0	13 0	17 8	15 0	...	...	...	...	28 8	24 0	...	17 0	24 0	19 8	24 0	20 0	23 0	21 0	176 0	176 0	11 0	10 0
Muzaffarpur	13 0	13 0	20 0	20 0	8 0	8 0	12 8	12 8	...	...	...	...	20 0	20 0	...	...	20 0	22 0	20 0	21 8	20 0	22 0	160 0	160 0	11 0	10 0
Saran	14 0	14 8	18 8	19 0	12 0	11 12	15 8	15 0	...	...	...	...	22 0	22 0	18 0	18 0	23 14	23 12	23 8	22 12	23 0	22 12	200 0	200 0	9 12	9 12
Champaran	13 0	12 12	†	22 2	8 8	8 0	19 0	16 12	...	...	...	...	†	24 8	...	...	24 0	22 0	22 8	21 4	22 8	21 8	180 0	180 0	10 4	10 4
N.-W. Provinces																										
Eastern—																										
Mirzapur	14 0	14 0	19 0	20 0	8 0	8 0	12 0	12 0	19 0	20 0	20 0	18 0	17 0	18 0	11 0	10 0	20 0	20 0	20 0	20 0	22 0	22 0	80 0	80 0	10 0	10 0
Benares	15 7	15 0½	21 6	20 5	9 14	9 3½	13 7	13 0	22 12½	21 6½	20 14	19 12	...	...	15 11	15 9½	20 10	20 7½	22 4	22 4	20 14	21 0	105 0	105 0	9 3	9 3
Ghazipur	13 8	13 4	21 8	20 8	7 8	7 8	11 8	11 8	25 0	...	20 0	18 0	...	...	18 0	18 0	20 0	20 0	20 8	20 8	20 0	20 0	150 0	150 0	9 14	9 14
Jaunpur	15 4	15 4	22 8	22 8	7 0	7 0	13 8	13 8	...	...	...	...	24 0	24 0	...	...	22 8	22 8	22 0	22 0	24 0	24 0	170 0	170 0	10 0	10 0
Allahabad	13 14	14 2	19 8	19 8	10 8	10 8	14 8	14 8	22 0	22 0	22 0	22 0	23 0	23 0	17 0	16 0	24 0	24 0	19 0	19 8	20 8	21 0	102 8	105 0	10 4	10 4
Central—																										
Bánda	13 8	13 0	18 0	16 8	7 8	7 8	12 0	11 8	30 0	20 0	23 0	23 0	...	...	...	30 0	26 0	24 0	...	...	26 0	24 0	180 0	180 0	9 8	9 12
Fatehpur	14 0	14 0	20 0	20 0	7 0	7 0	15 0	14 0	25 0	...	22 0	...	...	...	...	...	23 0	22 8	...	...	23 0	23 0	160 0	160 0	10 0	10 0
Hamirpur	14 0	14 0	18 0	20 8	7 8	7 8	12 0	12 0	27 8	26 8	23 8	24 0	...	...	...	...	27 0	27 0	...	...	...	...	140 0	140 0	9 12	10 0
Jalaun	15 0	15 0	21 0	21 0	9 0	9 0	10 0	10 0	23 8	21 0	22 0	22 0	...	...	16 0	16 0	25 0	25 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	17 0	17 0	25 0	25 0	7 0	7 0	13 0	13 0	25 8	24 0	24 0	24 0	20 0	20 0	20 0	21 0	25 0	26 0	23 0	23 8	23 0	23 8	110 0	120 0	11 8	11 8
Etáwah	16 12	16 12	22 8	22 8	5 0	5 0	13 0	13 0	25 8	24 0	24 0	24 0	...	...	16 0	16 0	25 8	25 8	24 4	24 4	27 0	27 0	140 0	140 0	11 0	11 0
Farukhabad	15 0	14 8	21 0	19 12	5 4	5 4	6 4	6 4	21 0	23 12	22 8	21 0	...	...	...	...	25 8	25 0	25 0	23 12	25 0	23 8	130 0	130 0	10 0	10 0
Mainpuri	17 8	17 8	22 8	23 0	4 8	4 8	10 0	10 0	23 0	21 0	22 0	22 8	...	...	...	...	25 8	25 0	25 8	25 8	25 8	25 8	160 0	160 0	10 8	10 4
Etah	18 8	19 8	25 8	24 8	5 8	6 0	11 8	11 8	25 8	...	21 8	21 8	21 8	21 8	10 8	10 8	22 8	23 8	27 8	27 8	15 8	16 8	110 0	100 0	10 0	10 0
Western—	16 12	16 4	21 0	21 0	6 4	6 12	12 0	12 0	23 0	23 0	20 0	20 8	...	...	...	...	23 8	23 12	24 0	25 8	26 8	26 8	160 0	160 0	10 4	10 8
Jhánsi	15 8	16 0	26 0	26 0	5 0	5 0	8 0	8 0	25 8	25 8	22 0	22 0	...	...	10 0	8 0	27 0	26 8	20 0	26 0	16 0	16 0	95 0	95 0	11 0	11 0
Agra	17 0	17 0	28 0	28 0	7 0	7 0	12 8	12 8	30 0	30 0	22 0	22 0	...	...	8 0	8 0	31 0	30 0	29 0	27 0	29 0	29 0	120 0	120 0	11 0	11 0
Muttra	19 0	18 0	26 0	28 0	5 4	6 0	9 0	9 0	27 0	26 0	24 0	25 0	...	...	13 0	13 0	32 0	30 0	28 0	30 0	29 0	28 0	155 0	160 0	11 12	11 8
Aligarh	20 2	20 4	27 0	28 0	6 0	6 0	10 4	10 0	32 0	33 0	24 8	24 0	...	...	15 8	14 0	32 8	32 0	29 8	29 0	21 0	22 0	120 0	120 0	10 8	11 0
Sub-montane—																										
Ballia	14 8	14 8	21 0	21 0	9 8	9 8	15 0	15 0	22 0	22 0	...	...	24 0	24 0	...	...	22 0	22 0	22 0	22 0	24 0	24 0	115 0	115 0	11 0	11 0
Azamgarh	15 8	15 8	23 10	22 12	8 14	8 14	17 0	16 4	...	...	...	...	...	...	...	...	22 2	22 2	...	...	16 4	15 8	177 8	177 8	9 13	9 13
Gorakhpur	13 8	13 8	21 8	21 8	9 0	9 0	17 1	16 3	...	...	...	...	25 3	25 3	21 8	21 8	21 0	21 0	21 8	21 8	21 8	21 0	140 0	140 0	9 10	9 10
Basti	17 8	17 8	19 8	19 0	8 12	8 12	32 0‡	32 0‡	14 0	13 0	...	...	16 0	16 0	10 0	10 8	20 0	20 0	24 0	24 0	25 0	25 0	160 0	160 0	10 0	10 0
Sháhjahánpur	17 4	17 4	23 0	23 0	8 0	8 4	...	8 4	...	...	23 0	23 0	...	26 0	26 0	26 0	28 4	26 4	26 0	26 0	23 8	23 8	120 0	120 0	10 4	10 4
Budaun	16 12	16 12	25 0	25 0	10 0	10 0	15 0	15 0	25 0	25 0	21 0	21 8	...	...	12 0	12 0	25 0	25 8	27 0	27 0	25 0	25 0	144 0	144 0	10 4	10 4
Pilibhit	14 12	15 8	25 0	25 8	11 4	10 8	15 0	16 4	...	...	18 12	19 8	...	...	...	...	27 8	26 14	25 0	27 8	...	...	130 0	130 0	10 0	10 0
Bareilly	15 4	14 11	23 7	20 10	5 14	7 0	12 14	12 14	24 10	24 10	21 1	21 1	...	...	10 0	10 0	24 1	23 8	25 15	25 4	21 1	21 1	125 0	125 0	9 6	9 6
Moradabad	16 4	16 4	26 0	24 [illegible]	6 4	6 0	12 8	12 8	25 0	25 0	22 0	20 0	...	...	15 0	15 0	26 0	26 0	31 0	27 4	21 0	21 0	100 0	100 0	10 0	10 0
Naini Tal	12 0	12 0	20 0	20 0	4 0	4 0	8 0	8 0	28 12	28 12	20 0	20 0	...	...	25 0	25 0	17 8	17 8	30 0	30 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	11 0	15 4	15 4	9 8	8 0	10 0	9 8	...	...	...	...	20 0	20 0	22 0	22 0	14 8	14 8	...	...	10 0½	10 0½	160 0	160 0	7 8	7 8
Bijnor	18 9	18 0	30 6	31 8	11 4	11 4	12 10	12 15	...	...	21 6	21 6	...	...	...	...	24 12	25 6	...	...	18 0	20 4	135 0	135 0	10 11	10 11
Muzaffarnagar	20 0	21 0	30 12	30 12	5 8	5 0	11 2	12 3	22 0	22 0	23 0	26 6	...	...	6 9	6 9	26 6	25 12	26 4	24 6	13 0	13 3	132 0	132 0	11 0	11 0
Meerut	19 0	18 12	26 8	26 8	5 0	5 0	12 0	12 0	25 0	25 0	20 8	20 8	10 0	10 0	10 0	10 0	27 8	28 0	25 8	24 0	26 0	26 0	100 0	100 0	10 12	10 11
Saháranpur	19 0	18 0	28 0	28 0	6 0	6 0	11 0	11 0	25 0	25 0	22 0	22 0	30 0	30 0	20 0	20 0	23 0	28 0	27 0	27 0	16 0	16 0	100 0	120 0	10 0	10 0
Dehra Dún	16 8	15 8	25 0	25 0	8 8	8 8	10 8	10 8	20 0	20 0	18 0	18 0	20 0	20 0	...	...	...	25 8	25 0	22 0	...	...	160 0	160 0	9 8	10 0
Garhwál	14 0	14 0	15 0	15 0	7 0	7 0	13 0	13 0	..	...	...	...	20 0	20 0	26 0	26 0	10 0	10 0	...	...	8 0	8 0	160 0	160 0	7 0	7 0
Oudh—																										
Southern—	16 4	16 4	22 0	22 0	9 0	9 0	16 8	16 8	22 0	...	21 0	21 0	...	...	...	...	...	...	22 0	21 8	...	...	140 0	140 0	9 12	9 12
Partabgarh	16 8	16 0	22 8	22 0	8 0	8 0	17 0	16 0	21 0	24 0	12 0	12 0	32 0	32 0	18 0	18 0	22 8	23 0	21 0	21 0	22 8	23 0	160 0	160 0	10 0	10 0
Sultanpur	16 12	16 0	20 0	20 0	7 0	8 0	15 0	15 0	25 0	26 0	22 0	22 0	20 0	28 0	20 0	20 0	22 8	22 8	20 0	20 0	23 0	23 0	180 0	180 0	10 0	10 0
Rae-Bareli	16 0	16 0	21 0	21 0	8 0	8 0	15 0	15 0	25 0	24 0	24 0	24 0	...	...	...	...	23 0	24 0	28 0	28 0	16 0	16 0	160 0	160 0	10 0	10 0
Unao	18 0	17 0	29 0	28 0	6 0	6 0	15 0	15 0	25 8	25 0	23 0	24 0	...	...	23 0	22 0	29 8	28 0	27 0	24 8	22 8	23 8	110 0	110 0	10 0	10 0
Lucknow	19 0	19 0	26 0	26 0	7 0	7 0	20 0	20 0	...	...	28 0	28 0	...	...	...	...	30 0	30 0	32 0	32 0	16 0	16 0	120 0	120 0	10 0	10 0
Hardoi																										
Northern—	15 10	16 0	23 3	23 11	11 1	11 3	16 5½	16 2	24 0	24 0	...	...	...	...	...	...	23 9½	24 13	25 3	25 5½	23 2	23 2	140 0	120 0	10 8	10 8
Fyzabad	16 8	16 0	21 8	21 0	8 0	8 0	14 0	13 0	22 0	21 0	19 0	18 0	24 0	26 0	16 0	16 0	25 0	24 0	23 0	22 0	22 0	22 0	120 0	120 0	11 0	11 0
Barabanki	15 2	16 1	19 0	19 0	12 0	12 1	14 0	14 0	21 0	21 0	20 0	20 0	...	...	12 0	12 0	21 15	22 14	26 13	28 2	23 8	23 8	200 0	200 0	10 4	10 2
Gonda	16 0	16 0	25 0	25 0	10 8	10 8	13 8	13 8	27 0	27 0	16 0	16 0	41 0	41 0	10 0	10 0	25 0	25 0	28 0	29 0	25 0	25 0	160 0	160 0	10 8	10 8
Bahraich	16 0	17 0	28 0	28 0	10 0	10 0	16 0	17 0	28 0	28 0	26 0	22 0	...	32 0	25 0	24 0	32 0	32 0	28 0	28 0	25 0	26 0	145 0	145 0	10 0	10 0
Sítapur	18 0	18 0	24 0	...	8 0	8 0	13 0	16 0	36 0	...	...	...	...	...	...	...	29 0	28 0	...	...	25 0	27 0	160 0	160 0	9 4	9 0
Kheri																										
Rajputana—																										
Eastern—	15 10	15 0	25 0	25 0	7 8	7 8	10 10	11 4	21 4	22 8	13 12	12 8	...	...	...	...	25 0	26 4	21 4	20 0	25 0	25 0	...	...	14 12	14 7
Partábgarh	20 0	20 0	25 0	25 0	10 0	7 8	15 0	15 0	...	...	...	...	...	...	...	...	33 12	33 12	21 4	21 4	20 0	17 8	...	...	8 12	9 5
Bánswara	13 4½	13 4½	32 13	32 13	7 13	9 6	8 9½	10 2½	32 13	28 2	17 3	17 15½	*Nil*	*Nil*	15 10	16 6½	21 1½	21 14	26 9	29 11	10 2½	10 2½	160 0	160 0	9 12½	9 6
Meywar (Oodeypore)	14 8	14 0	25 0	25 0	6 0	5 8	6 0	6 0	16 0	16 0	16 0	16 0	...	...	...	...	21 0	21 0	20 0	20 0	...	...	160 0	150 0	12 4	12 0
Sirohee	16 8	16 8	27 11	27 7	...	...	8 0	8 0	20 0	20 0	19 4	18 9½	...	...	...	...	27 0	33 6½	...	...	...	...	160 0	160 0	12 8	12 8
Erinpura	16 0	16 0	30 5	31 5	5 0	8 5	8 5	8 5	31 0	31 0	23 5	23 5	...	...	15 0	...	28 0	28 0	29 8	29 8	...	...	90 0	90 0	12 8	12 8
Ajmere	13 5	13 7	21 8	21 8	5 8	5 8	7 0	6 12	...	...	14 2	13 11	...	...	...	...	18 7	18 8	...	17 0	...	10 0	160 0	160 0	11 0	11 0
Abu	12 8	16 4	33 0	31 12	6 8	8 0	9 0	9 0	33 0	31 8	21 8	25 8	†	†	†	†	32 0	33 0	30 0	33 4	†	†	*	*	12 0	12 4
Kishengarh	18 0	20 0	35 0	38 8	7 6	7 8	9 0	7 8	42 8	45 0	...	...	...	...	...	...	42 8	38 8	42 8	40 5	...	...	160 0	160 0	9 8	9 8
Boondee	13 0	12 8	27 0	27 8	5 0	6 0	6 0	6 0	26 0	26 0	14 0	14 0	...	...	...	...	32 0	30 0	30 0	30 0	27 0	27 0	240 0	240 0	10 0	10 0
Kotah	13 14½	13 11	16 13	15 13	7 1	7 1	9 12	9 6	21 13	19 9	14 0	14 9½	...	...	14 15½	15 8	23 9	21 4	23 12	23 12	9 6	9 6	175 0	175 0	10 3	9 14½
Jhallawar	13 0	16 4	29 0	32 8	6 0	6 12	8 0	6 12	32 0	36 0	22 0	25 14	...	...	...	...	27 8	31 8	31 0	36 0	...	...	90 0	100 0	9 8	10 10
Tonk	15 12	15 8	29 8	29 0	5 0	5 0	7 4	7 4	28 0	29 0	21 12	22 0	†	†	13 0	13 0	25-12 & 26 8	26-8 & 27 0	30 0	30 8	26 0	26 0	90 0	95 0	11 0	11 0
Jeypore	17 13	17 13	26 4	26 4	8 12	8 12	10 0	10 0	26 4	26 4	24 7	26 7	...	...	20 0	18 12	30 10	30 10	...	...	37 8	37 8	200 0	200 0	10 0	10 0
Kerowlee	16 11½	17 3¼	27 13¼	27 0	8 2½	8 2½	9 9	9 9	27 4½	24 12	25 5½	25 14	...	...	16 14	16 14	29 9¾	29 6½	...	...	30 6	29 9½	90 0	90 0	10 15½	10 15½
Dholpur	17 8	17 8	27 1	26 13¾	5 2½	5 2½	5 5	5 5½	28 13½	28 4	22 2½	22 8	...	...	11 12	11 12	30 4	29 9	24 0	24 0	25 0	25 8	120 0	120 0	11 0	11 8
Bhurtpore	17 12	17 12	30 8	29 10	6 10	6 10	8 14	8 14	30 12	31 4	24 2	28 0	...	...	16 0	16 0	31 6	30 9	29 12	29 1	30 10	31 9	120 0	120 0	11 4	11 4
Ulwur	14 8	14 14	39 4	41 11	4 0	4 0	7 0	7 0	33 0	33 0	30 0	28 8	...	...	...	...	32 0	32 9	...	...	...	...	200 0	200 0	11 4	11 4
Deoli Cantonment	15 0	15 0	...	...	6 4	6 4	7 6	6 8	30 0	29 0	17 8	22 0	†	†	...	...	31 0	32 0	...	24 0	23 0	100 0	100 0	10 0	12 0
Nusserabad Cantonment	15 0	15 0	25 0	24 0	...	...	17 0	16 0	...	...	...	...	...	...	...	...	24 0	24 8	20 0	21 0	...	...	‖	‖	11 0	11 0
Hilly Tracts of Meywar	15 0	15 8	...	...	5 3	5 3	7 8	7 8	...	...	29 4	29 4	...	...	...	...	18 0	19 8	...	...	...	...	260 0	260 0	13 0	12 8
Balmer	15 7	15 7	...	...	5 3	5 3	7 4	7 4	...	...	15 2	14 8	...	...	...	...	19 2	20 0	...	18 0	...	10 0	320 0	...	12 0	12 0
Anádra	14 9	15 2	21 12	22 0	6 0	6 0	7 4	7 4	...	...	...	...	...	...	...	...	33 2	33 3	42 0	38 2	...	...	160 0	160 0	11 0	11 0
Shahpoora	11 0	11 8	42 11	40 8	7 0	7 0	11 0	7 0	34 7	33 0	22 0	22 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western—	14 6 and 16 9	13 12 and 17 8	25 0	25 0	6 4	6 4	7 8	6 14	23 12	23 12	15 10 and 20 0	17 8 and 21 4	...	...	...	...	24 1	25 12 and 26 6	18 12	21 4	11 4	11 4	...	...	12 8	12 8
Jodhpore	14 4	15 0	...	...	6 0	6 0	9 4	9 4	24 0	24 0	22 6	24 0	...	...	...	...	14 6	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Jeysulmere	12 8	12 11¾	...	...	3 0	3 0	6 4	6 4	...	...	18 1	19 8½	...	...	...	...	27 4	26 12¾	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Bickaneer																										
Central India—	15 0	14 8	20 0	20 0	8 8	8 8	9 8	9 8	22 0	23 0	20 0	20 0	...	...	...	...	22 0	23 0	30 0	30 0	19 8	19 8	120 0	120 0	10 8	10 8
Indore	14 8	14 0	...	...	8 0	7 8	12 0	10 0	27 0	26 8	20 0	20 0	†	†	...	...	25 0	24 8	...	...	22 0	22 0	140 0	160 0	11 0	11 8
Nimach Cantonment	17 8	17 8	20 0	20 0	7 8	7 8	8 8	8 8	30 0	30 0	...	...	...	...	...	...	29 8	29 0	32 0	32 0	...	...	200 0	200 0	10 0	10 0
Goona	14 14	14 9¾	22 0	21 13½	5 5	5 5	8 8	8 8	21 13½	20 11½	21 4	21 4	...	...	10 10	13 13	19 10½	19 6½	27 1½	27 10	18 1	18 1	170 0	170 0	10 14	10 14½
Gwalior																										

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1893—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR 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, CADIAN 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.
Panjab—																										
Southern—																										
Hissar	20 0	19 0	44 0	50 0	..	...	10 0	10 0	40 0	40 0	30 0	29 0	†	†	†	†	45 0	40 0	†	†	†	†	100 0	100 0	10 0	10 0
Ferozepore	20 0	20 0	35 0	32 0	...	...	10 0	9 0	36 0	32 0	30 0	18 0	‡	‡	20 0	20 0	34 0	33 0	30 0	32 0	11 0	11 0	100 0	100 0	13 0	12 8
Montgomery	21 0	20 0	30 0	30 0	...	...	11 0	11 0	35 0	25 0	22 0	22 0	†	†	30 0	30 0	37 0	40 0	26 0	25 0	10 0	12 0	220 0	220 0	11 8	11 8
Central—																										
Gurgáon	20 0	19 0	33 0	32 0	...	...	8 0	8 0	34 0	36 0	24 0	25 0	†	†	†	†	30 0	31 0	22 0	22 0	25 0	25 0	100 0	100 0	10 8	10 0
Delhi	20 0	19 0	32 0	31 0	...	...	12 0	12 0	31 0	32 0	23 0	25 0	†	†	12 0	12 0	29 0	30 0	27 0	26 0	25 0	25 0	80 0	80 0	10 0	10 0
Rohtak	20 0	20 0	38 0	38 0	...	...	11 0	11 0	33 0	33 0	25 0	24 0	†	†	12 0	12 0	33 0	33 0	21 0	21 0	18 0	18 0	120 0	100 0	11 0	10 0
Karnál	21 0	20 0	30 0	30 0	...	...	13 0	13 0	30 0	25 0	16 0	16 0	20 0	20 0	16 0	16 0	33 0	35 0	35 0	30 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	21 0	20 0	36 0	36 0	...	...	11 0	10 0	33 0	33 0	20 0	18 0	‡	†	20 0	17 0	33 0	33 0	30 0	28 0	11 0	11 0	85 0	85 0	11 0	11 0
Sub-montane—																										
Umballa	25 0	23 0	35 0	30 0	...	...	14 0	11 0	32 0	32 0	18 0	18 0	‡	‡	8 0	8 0	34 0	33 0	32 0	31 0	‡	‡	120 0	120 0	12 0	12 4
Ludhiána	25 0	25 0	50 0	37 0	...	...	12 0	11 0	36 0	34 0	27 0	26 0	†	‡	20 0	20 0	37 0	33 0	36 0	32 0	15 0	15 0	100 0	100 0	13 0	13 0
Jullundur	27 0	24 0	38 0	38 0	...	...	8 0	8 0	40 0	36 0	24 0	24 0	‡	‡	18 0	18 0	34 0	31 0	36 0	36 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	24 0	23 0	29 0	29 0	...	...	10 0	10 0	29 0	29 0	20 0	20 0	14 0	14 0	16 0	10 0	30 0	29 0	29 0	29 0	8 0	8 0	110 0	110 0	11 12	11 12
Gurdáspur	24 0	24 0	32 0	40 0	...	...	14 0	14 0	32 0	32 0	26 0	26 0	26 0	26 0	12 0	12 0	28 0	28 0	30 0	28 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	22 0	20 0	37 0	37 0	...	...	10 0	10 0	31 0	30 0	17 0	17 0	†	†	20 0	20 0	32 0	31 0	31 0	29 0	†	†	85 0	85 0	12 0	12 0
Hills—																										
Simla	17 0	20 0	20 0	20 0	...	...	8 0	9 0	18 0	20 0	14 0	14 0	20 0	20 0	14 0	15 0	23 0	24 0	21 0	21 0	11 0	11 0	90 0	90 0	9 0	9 0
Kángra	17 0	16 0	18 0	18 0	...	...	12 0	12 0	11 0	11 0	11 0	11 0	20 0	20 0	6 0	6 0	19 0	19 0	18 0	17 0	12 0	11 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	18 0	18 0	33 0	33 0	...	...	13 0	13 0	27 0	27 0	20 0	20 0	‡	‡	‡	‡	27 0	27 0	24 0	22 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	19 0	19 0	30 0	36 0	...	...	13 0	12 0	32 0	32 0	16 0	16 0	‡	‡	16 0	16 0	31 0	28 0	20 0	18 0	‡	‡	90 0	90 0	12 8	12 8
Gujrát	20 0	19 0	31 0	30 0	...	...	12 0	12 0	22 0	21 0	21 0	19 0	‡	‡	10 0	10 0	27 0	27 0	24 0	20 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	20 0	20 0	30 0	35 0	...	...	12 0	12 0	32 0	25 0	24 0	23 0	‡	‡	*	*	30 0	30 0	27 0	22 0	*	*	120 0	120 0	12 0	14 0
Rawalpindi	20 0	18 0	33 0	34 0	...	...	7 0	7 0	29 0	29 0	21 0	21 0	*	‡	16 0	16 0	27 0	27 0	22 0	21 0	*	*	60 0	60 0	12 4	13 0
Hazára	17 0	17 0	25 0	24 0	...	...	12 0	10 0	‡	‡	19 0	19 0	†	‡	‡	‡	22 0	19 0	21 0	23 0	†	†	110 0	90 0	10 8	10 0
Peshawar	16 0	16 0	27 0	28 0	...	...	9 0	9 0	24 0	24 0	17 0	18 0	†	‡	16 0	17 0	25 0	23 0	24 0	24 0	24 0	22 0	87 0	98 0	42 0	40 0
Kohát	17 0	16 0	30 0	30 0	...	...	12 0	12 0	23 0	23 0	23 0	23 0	†	‡	20 0	20 0	28 0	30 0	23 0	23 0	‡	‡	155 0	155 0	50 0	50 0
Western—																										
Sháhpur	23 0	23 0	35 0	34 0	...	...	9 0	9 0	30 0	28 0	31 0	30 0	24 0	24 0	24 0	24 0	38 0	35 0	22 0	20 0	†	†	200 0	200 0	13 0	13 0
Jhang	24 0	20 0	35 0	33 0	...	...	8 0	8 0	34 0	32 0	20 0	20 0	24 0	20 0	24 0	22 0	33 0	30 0	30 0	28 0	10 0	10 0	200 0	200 0	12 4	12 0
Mooltan	18 0	18 0	28 0	28 0	...	...	13 0	13 0	22 0	22 0	24 0	23 0	†	†	12 0	12 0	26 0	25 0	20 0	20 0	†	†	80 0	90 0	12 4	12 4
Bannu	22 0	20 0	40 0	35 0	...	...	12 0	12 0	35 0	35 0	28 0	25 0	7 0	7 0	6 0	6 0	41 0	37 0	30 0	29 0	14 0	13 0	90 0	90 0	50 0	50 0
D. I. Khan	24 0	23 0	45 0	36 0	...	...	8 0	8 0	36 0	33 0	29 0	28 0	‡	‡	5 0	6 0	36 0	38 0	‡	‡	13 0	13 0	105 0	103 0	40 0	40 0
Muzaffargarh	20 0	19 0	27 0	24 0	...	...	10 0	10 0	18 0	15 0	23 0	18 0	‡	‡	‡	‡	26 0	23 0	‡	‡	8 0	8 0	110 0	110 0	12 0	11 0
D. G. Khan	17 0	16 0	30 0	29 0	...	...	6 0	6 0	30 0	26 0	24 0	24 0	13 0	13 0	18 0	18 0	26 0	24 0	15 0	15 0	10 0	10 0	100 0	100 0	24 0	24 0
Sind and Baluchistan—																										
Karáchi	13 0	13 0	...	...	7 0	7 0	10 0	10 0	21 0	20 0	16 0	16 0	‡	‡	...	...	20 0	18 0	...	...	90 and 100	...	91 7	91 7	14 8	14 8
Hyderabad	14 0	14 0	...	...	7 0	7 0	9 0	9 0	20 0	20 0	20 0	20 0	‡	‡	...	...	22 0	20 0	...	...	...	...	121 14	121 14	12 12	12 12
Thar and Párkar (Umarkot)	13 3	13 4	...	...	12 14	13 0	16 0	16 2	...	...	27 8	28 0	‡	‡	...	...	7 11	7 11	...	...	...	...	112 0	112 0	12 0	12 0
Sukkur (Shikárpur)	17 8	17 8	...	...	7 8	7 8	9 8	9 8	27 0	29 0	25 0	24 0	‡	‡	...	...	24 0	24 0	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	16 0	16 0	...	...	6 0	6 0	8 0	8 0	26 0	28 0	24 0	24 0	‡	‡	...	...	25 8	25 8	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	15 2	15 0	23 0	23 0	6 0	5 2	7 10	7 8	36 0	28 0	18 0	17 0	‡	‡	6 0	6 0	22 0	19 0	22 0	21 0	9 6	10 0	62 0	64 0	10 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	8 5	8 5	...	...	9 2	9 2	10 10	10 10	15 3	15 3	13 2	13 2	18 0	18 0	...	...	11 9	11 9	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	8 12	8 12	...	...	10 2	10 2	10 11	10 11	13 13	13 13	13 15	13 15	14 2	14 2	...	...	12 8	12 8	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	7 3	7 3	10 13	10 13	11 9	11 9	12 12	12 12	*	*	...	...	11 1	10 3	...	...	*	*	89 10	89 10	12 12	12 12
Bombay	10 6	10 6	...	...	5 12	5 12	7 2	7 2	13 8	13 8	13 15	13 15	14 1	14 1	...	...	13 2	13 2	...	...	13 4	13 4	79 7	79 7	9 7	9 7
Tanna	12 12	12 12	...	...	7 6	7 6	10 3	10 3	*	*	14 6	14 6	*	*	...	...	14 3	14 3	...	...	*	*	99 9	99 9	12 4	12 4
Deccan—																										
Dharwar	11 0	11 0	...	...	9 14	9 14	10 6	10 6	17 2	16 11	19 13	19 13	*	*	...	...	12 3	12 3	...	...	15 1	15 1	100 0	100 0	10 2	12 2
Belgaum	11 6	10 14	...	...	10 1	9 10	11 8	10 8	18 10	18 2	19 8	19 8	23 0	23 0	...	...	14 0	13 0	...	...	16 1	17 10	86 1	89 2	11 4	11 0
Satara	11 9	10 14	...	...	8 14	7 6	10 2	9 6	15 14	14 7	15 5	15 5	...	*	...	...	14 7	14 7	...	...	...	*	114 0	114 0	11 15	11 15
Sholapur	13 1	13 1	...	...	7 11	7 11	11 5	11 5	17 0	17 0	18 12	18 12	*	*	...	...	18 0	18 0	...	...	*	*	91 7	80 0	11 10	11 10
Bijápur	12 7	12 7	...	...	6 15	6 15	10 7	9 8	19 11	19 11	18 8	21 2	*	*	...	...	15 7	14 9	...	...	*	*	80 0	80 0	11 14	11 7
Poona	11 10	11 10	...	...	9 1	9 1	9 10	9 10	15 4	16 7	16 2	16 2	15 13	15 13	...	...	16 2	14 15	...	...	19 10	19 10	86 14	86 14	10 12	10 12
Khandesh—																										
Ahmadnagar	14 8	14 8	...	...	8 13	8 13	10 9	11 5	17 14	17 14	16 1	16 1	*	*	...	...	18 0	18 0	...	...	25 1	23 9	91 0	91 0	12 6	12 11
Násik	15 12	15 12	...	...	8 14	8 14	10 15	10 3	*	*	14 13	16 15	18 6	18 6	...	...	18 7	17 0	...	...	*	*	128 0	128 0	10 6	10 6
Dhulia (Khandesh)	15 12	15 12	...	...	6 8	6 8	9 7	9 7	20 11	20 11	20 3	20 3	*	*	...	...	14 14	14 4	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	11 1	10 10	...	..	7 6	7 6	8 5	8 5	12 0	11 1	13 6	14 13	*	*	...	...	14 13	14 13	...	...	18 8	16 3	82 10	82 10	12 0	12 0
Broach	14 0	14 0	...	...	7 0	7 0	10 0	10 0	16 0	16 0	16 0	16 0	*	*	...	...	21 0	15 0	...	...	18 0	18 0	100 0	100 0	13 4	13 4
Kaira	13 0	13 0	...	...	7 8	7 8	12 0	12 0	19 0	18 0	14 8	14 8	20 0	20 0	...	...	17 0	18 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	10 0	9 8	...	...	6 8	6 8	9 0	8 0	15 0	15 0	15 0	14 0	*	*	14 0	16 0	14 8	14 8	...	...	*	...	80 0	80 0	11 0	10 8
Ahmadabad	14 0	13 8	...	...	10 0	10 0	11 0	11 0	20 0	16 4	17 8	16 0	22 0	20 0	...	...	21 0	19 0	...	...	...	...	70 0	80 0	13 10	13 10
Godhra (Panch Máhals)	12 0	12 0	...	...	8 0	11 8	10 8	20 0	20 0	15 0	14 0	20 0	20 0	20 0	...	...	22 8	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	14 0	14 0	...	...	7 0	7 0	8 0	8 0	16 0	16 0	14 0	15 0	*	*	...	...	18 8	19 0	...	...	*	*	142 0	120 0	11 0	11 0
Kattywar—																										
Rájkot	13 14	13 6	...	...	6 0	6 0	7 0	7 0	17 6	17 6	14 13	13 1	*	*	...	...	17 4	17 13	...	...	*	*	80 0	80 0	81 10	81 10
Central Provinces—																										
Western—																										
Nimar	17 1	17 1	...	...	6 12	6 12	12 7	12 7	22 9	22 9	...	...	...	...	...	...	19 1	19 1	...	...	12 1	12 1	100 0	100 0	10 13	10 13
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	20 0	20 0	20 0	20 0	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	9 0	9 0
Hoshangabad	18 7	18 7	...	...	7 8	7 8	10 4	10 4	28 13	...	...	...	...	...	...	...	33 3	27 0	...	...	18 0	20 9	140 0	140 0	9 0	9 0
Betúl	20 9	20 9	...	...	...	...	10 13	10 13	27 7	24 0	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	15 3	16 14	...	...	8 14	8 14	11 7	11 7	20 9	18 0	...	...	...	...	...	...	20 12	19 0	...	...	10 4	10 4	160 0	160 0	8 0	8 0
Nágpur	17 8	17 8	...	...	10 0	10 0	11 14	11 14	19 6	18 12	...	...	...	...	...	...	16 4	16 4	...	...	12 8	12 8	115 0	115 0	10 0	9 8
Wardha	16 0	16 0	...	...	6 10	7 4	10 0	10 0	17 12	17 2	...	...	...	...	...	...	14 9	16 0	...	...	13 2	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	18 0	18 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	21 0	21 0	...	...	19 0	19 0	120 0	120 0	9 2	9 2
Saugor	15 7	15 7	...	...	9 6	9 6	9 13	9 13	...	...	...	...	...	...	...	...	24 12	24 12	...	...	16 13	16 13	130 0	160 0	9 4	9 4
Damoh	18 11	18 11	...	...	10 4	10 4	12 0	12 0	...	...	...	...	...	...	...	...	26 0	26 0	...	...	...	...	160 0	160 0	9 2	9 2
Jubbulpore	18 0	17 0	...	...	11 8	11 0	15 0	14 8	23 8	22 0	...	...	...	...	...	...	22 0	21 0	...	...	13 0	12 12	120 0	120 0	9 4	9 4
Baghalkhand (Sutna)	15 0	15 0	24 0	23 4	8 0	8 0	15 0	15 0	20 0	21 10	15 0	20 0	...	...	10 0	10 0	20 0	20 0	20 0	20 0	25 0	25 0	130 0	130 0	10 0	9 6
Mandla	19 0	19 0	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	13 0	13 0	200 0	200 0	8 0	8 0
Seoni	19 7	19 7	...	...	8 10	8 10	11 8	11 8	...	...	...	...	...	...	...	...	19 7	19 7	...	...	11 8	11 8	180 0	180 0	8 12	8 12
Bálághát	16 0	16 4	...	...	11 0	11 4	16 0	16 4	...	...	...	...	...	...	...	...	13 0	12 8	...	...	11 0	13 12	120 0	136 0	8 0	9 0
Bhandára	18 12	18 12	...	...	...	10 0	12 8	12 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 12	11 12	200 0	200 0	8 0	9 0
Chánda	13 11	13 11	...	...	...	...	12 13	12 13	14 13	14 13	...	...	...	...	...	...	11 14	10 6	...	...	11 11	11 11	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	24 5	22 6	...	...	13 8	12 5	20 1	18 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	12 0	12 0	80 0	130 0	8 0	8 0
Raipur	24 3	21 13	...	...	10 4	10 4	16 15	16 15	...	...	...	...	...	...	...	...	18 1	18 10	...	...	10 15	10 0	100 0	100 0	9 0	9 0
Sambalpur	16 8	16 0	...	...	12 4	12 4	16 10	16 5	...	...	...	...	...	...	...	...	17 0	17 0	...	...	8 0	8 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	13 0	13 0	...	...	7 0	7 0	10 0	10 0	17 0	17 0	16 0	16 0	...	...	...	...	16 0	16 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Básim	12 5	12 5	...	...	7 0	7 10	9 0	10 5	15 2	16 0	15 8	16 0	...	...	...	...	13 0	13 0	...	...	12 5	12 5	73 0	77 0	8 5	8 5
Akola	12 0	12 0	...	...	8 0	8 0	10 0	10 0	16 0	18 0	20 0	18 0	...	...	...	...	15 0	16 0	...	...	11 0	11 0	87 0	87 0	10 0	11 0
Ellichpur	12 0	11 8	...	...	6 0	6 0	7 0	7 0	12 8	15 8	6 0	8 0	...	...	...	...	16 8	16 0	...	...	16 0	16 0	120 0	120 0	9 8	10 0
Amraoti	12 14	12 0	...	...	8 0	8 0	10 0	9 3	17 4	17 10	16 0	15 0	...	...	...	...	16 0	16 0	16 0	...	13 0	13 0	96 0	96 0	10 0	10 0
Wún	11 0	11 0	...	...	6 0	6 0	7 0	7 0	16 0	16 0	10 0	10 0	...	...	...	...	11 0	11 0	...	...	16 0	16 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	10 11	10 8	*	*	6 13	6 13	9 9	9 13	13 3	13 3	17 12	17 12	24 14	24 14	*	*	11 4	10 8	*	*	14 7	14 7	80 0	120 0	8 14	8 12
Boláram	10 13	11 1	*	*	8 2	8 2	11 1	11 1	12 13	12 13	*	*	*	*	*	*	11 11	11 11	*	*	*	*	116 14	116 14	8 11	8 11
Chadarghat	8 8	8 0	*	*	7 8	8 0	11 0	12 0	13 0	14 0	18 0	20 0	*	*	*	*	12 0	13 0	*	*	*	*	120 0	120 0	8 12	9 4

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1893—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Ragi (*Eleusine coracana*).		Maize (*Zea Mays*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Arhar, or Thul, 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	7 3	7 3	...	...	10 2	10 5	10 8	11 2	**	**	13 8	13 8	19 11	19 11	...	...	...	...	9 0	9 8	11 0	9 8	96 0	102 0	12 10	12 10
S. Canara	8 2	8 2	...	...	9 14	9 14	12 0	12 0	**	**	15 6	15 6	19 5	19 5	...	...	...	...	10 0	10 0	12 8	12 8	96 0	96 0	13 5	13 5
South, central—																										
Coimbatore	11 8	11 8	...	...	9 14	9 14	10 14	10 6	15 11	15 8	13 8	13 8	18 14	18 14	...	...	...	...	9 0	9 8	11 0	9 8	150 0	136 2	12 3	12 3
Nilgiris	7 13	7 13	...	...	8 0	8 0	8 6	8 6	15 6	15 6	15 6	15 6	16 10	16 10	...	...	...	...	10 0	10 0	12 8	12 8	340 0	274 3	11 0	11 0
Salem	8 8	8 8	...	...	8 14	8 14	9 6	9 6	18 0	16 13	18 0	17 10	20 8	21 6	...	...	...	...	10 0	10 0	12 8	12 8	200 0	145 13	13 8	13 8
Central—																										
Bellary	10 10	...	...	...	9 10	10 3	10 5	10 13	22 11	21 2	17 14	17 14	23 5	23 5	...	...	...	...	11 0	11 0	...	...	85 2	85 2	11 14	11 14
Anantapur	10 10	...	...	...	10 11	11 3	11 5	11 14	21 10	20 2	22 10	22 10	22 5	21 5	...	...	...	...	13 0	12 8	...	...	97 3	97 3	10 11	11 14
Cuddapah	9 2	...	...	...	9 8	9 8	11 10	11 6	15 13	15 13	23 13	23 13	20 5	20 5	...	...	...	...	12 8	12 8	...	...	140 0	121 8	12 3	12 3
Kurnool	8 13	...	...	...	10 11	10 11	11 6	11 6	19 3	19 3	24 10	23 13	*	*	...	...	...	...	12 8	12 8	...	...	121 8	121 8	12 2	12 2
East Coast, north—																										
Ganjam	*	...	...	...	10 11	10 11	11 10	11 10	12 10	12 10	*	*	23 0	23 0	...	...	...	...	9 0	9 8	11 0	9 8	86 8	86 8	10 2	10 2
Vizagapatam	11 0	...	...	...	8 14	8 14	11 5	10 11	17 8	17 8	23 13	22 10	23 3	23 3	...	...	...	...	10 0	10 0	12 8	12 8	97 3	97 3	12 5	12 5
Godivari	8 2	...	...	...	8 14	8 14	11 13	11 13	17 5	17 13	24 10	23 13	23 11	23 11	...	...	...	...	10 0	10 0	12 8	12 8	133 11	133 11	12 8	12 6
East Coast, central—																										
Kistna	...	...	...	...	10 14	10 11	11 10	11 10	12 10	13 11	*	*	22 5	21 10	...	...	...	...	9 0	9 0	10 0	7 0	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	11 2	10 10	13 13	13 5	17 8	17 8	15 0	15 0	23 2	23 2	...	...	...	...	8 0	8 0	...	...	93 5	93 5	11 10	11 10
East Coast, south—																										
Madras	7 5	...	...	...	9 6	9 6	10 3	10 3	*	*	*	*	19 3	17 2	...	...	...	...	9 0	9 0	10 0	10 0	123 14	123 14	12 11	12 11
Chingleput	7 11	...	...	...	8 5	8 5	9 2	9 2	15 8	15 8	15 13	15 13	17 13	16 10	...	...	...	...	8 0	8 0	10 0	8 0	108 14	108 14	12 6	12 6
N. Arcot	6 3	...	...	...	9 6	9 6	10 5	10 8	14 5	14 5	14 0	14 0	21 11	22 3	...	...	...	...	9 0	9 0	10 0	8 0	160 13	160 13	12 5	12 5
S. Arcot	7 6	...	...	...	9 10	9 2	10 8	10 14	13 2	13 2	16 14	16 14	17 8	17 6	...	...	...	...	9 0	9 0	10 0	8 0	209 0	209 0	11 11	11 11
Tanjore	6 10	...	...	...	8 11	9 2	10 14	10 8	14 6	13 6	14 8	14 8	17 6	17 6	...	...	...	...	9 0	9 0	10 0	8 0	145 13	145 13	12 14	12 14
Trichinopoly	...	...	...	...	7 14	7 14	10 8	10 8	14 6	14 6	16 8	16 8	17 6	17 6	...	...	...	...	9 0	9 0	10 0	8 0	143 6	143 6	13 3	13 3
Southern—																										
Tinnevelly	7 13	...	...	...	9 2	9 2	10 6	10 0	13 13	13 13	12 8	11 13	*	*	...	...	...	...	9 0	9 0	...	...	58 5	58 5	14 5	14 5
Madura	8 0	...	...	...	9 0	8 13	9 11	9 5	...	...	...	...	17 2	15 8	...	...	...	...	9 0	9 0	...	...	97 3	97 3	14 0	14 0
Mysore—																										
Mysore	7 12	7 12	7 8	7 12	6 12	6 12	7 12	7 12	21 0	24 0	15 0	16 0	22 0	22 0	...	...	...	...	9 0	9 0	10 0	9 0	102 0	102 0	9 0	9 0
Bangalore	9 8	9 2	8 8	8 2	7 8	7 8	8 0	8 0	20 8	20 8	...	...	25 0	25 0	...	...	...	...	10 0	10 0	10 0	10 0	96 0	96 0	10 0	10 0
Kolar	9 4	9 4	8 8	8 8	10 4	10 4	8 0	8 0	18 0	18 0	17 0	17 4	25 0	25 0	...	...	...	...	10 0	10 0	10 0	10 0	150 0	150 0	10 0	10 0
Tumkur	8 5	8 5	8 8	8 8	8 8	8 8	9 0	9 0	21 0	20 0	28 0	28 0	26 0	26 0	...	...	...	...	10 0	10 0	10 0	10 0	340 0	340 0	10 0	10 0
Hassan	...	...	9 0	8 8	9 0	9 0	11 0	10 8	...	...	...	...	30 0	30 0	...	...	...	...	8 0	8 0	10 0	8 0	200 0	200 0	8 0	8 0
Kadur	8 0	...	9 0	8 0	8 11	9 0	11 6	11 0	...	...	...	...	30 0	30 0	...	...	...	...	8 0	8 0	10 0	8 0	320 0	320 0	8 0	8 0
Shimoga	9 3	9 7	...	...	9 0	10 0	13 6	13 6	23 2	23 2	...	...	33 5	30 0	...	...	...	...	9 0	9 0	10 0	9 0	320 0	320 0	9 7	9 7
Chitaldroog	11 0	11 0	12 0	12 0	10 0	10 0	11 0	11 0	30 0	30 0	20 0	20 0	32 0	32 0	...	...	...	...	10 0	10 0	10 0	9 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	8 0	8 0	7 0	7 8	8 8	9 8	10 8	11 8	...	...	...	...	28 0	27 8	...	...	...	...	9 0	9 0	10 0	9 0	110 0	110 0	9 8	9 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	*	*	...	...	...	...	4 0	4 0	5 0	4 0	65 5	65 5	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT (*Statistical Branch*).

J. F. FINLAY,
Secretary to the Government of India.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 30th, 1893.

During the greater part of the week under review the weather was of the same quiet and settled character as that which prevailed during the two or three preceding weeks, but, quite at the close, the barometer fell briskly to rapidly in North-West India and a well-defined depression entered North-West India from Baluchistan. With the appearance of this depression the weather changed; the winds became cyclonic over part of North-West India and easterly over the Gangetic plain and the central parts of the country, and south-easterly over the Peninsula, while the sky clouded over and some rain fell in Baluchistan and the Punjab. The position of the depression was somewhat more southerly than is usual at this season, but in other respects the storm was a very fair example of the class of storms which are experienced over Northern India in the cold weather. With its appearance it is probable that an unsettled period has been ushered in over North-Western India. The general temperature of India for the week exceeded the normal average by about 1½°.

The chart of the 24th showed fairly uniform pressures throughout the Indian region, though the barometer was slightly higher in the north and centre than in the south of India. Variable winds and calms prevailed in the north and centre and northerly to easterly winds elsewhere. The weather was fine, and the only rainfall was a light shower at Negapatam. On the 25th the barometric changes were generally small, and the distribution of pressure was very similar to that reported on the 24th. The winds were also generally unaltered. Calms were numerous and the force of the wind elsewhere was only light or moderate. There was no rain anywhere, but the sky was cloudy to overcast over a considerable part of North-West India. On the 26th pressure had generally risen over Northern India, while it had been steady in the south, hence, while the general distribution of pressure was practically unaltered, the barometric gradient between the north and south had increased. The winds were unchanged and the weather was generally fine, though at Madras and at Dehra Dun some rain had fallen. The amount of cloud over North-West India had decreased. The chart of the 27th showed that pressure had on the whole risen except in North-East India. The distribution was fairly normal, readings decreasing from a high pressure area in the north-west to a low pressure area over Southern

India. The winds showed no important alteration, and the only rainfall reported was a light shower at Sibsagar. On the morning of the 28th the barometer was generally rising in Northern India and was steady in Southern India, so that the barometric difference between the north and south was again increasing. The isobaric lines over North-West India showed considerable irregularity and that pressure was unsteady in that locality. The winds were northerly over the Bay area, south-easterly over the centre of the Peninsula, and variable with calms elsewhere. There was again a light shower at Sibsagar, but no rain elsewhere. On the 29th the barometer was falling briskly in Baluchistan and slowly in Guzerat, but was rising elsewhere. Pressure was somewhat more uniform than on the preceding day, though readings still decreased from a high pressure area in the north to a low pressure area in the south. The winds were practically unaltered, and the only really important change was the fall of the barometer in Baluchistan which seemed to promise the appearance of a depression in the north-west. There was no rain. On the 30th pressure was giving way briskly to rapidly over North-West India, and slowly in all other parts of the country except the extreme north-east. A shallow, but well-defined, depression had appeared over the western desert. It had occasioned a cyclonic circulation of the wind in the north-west, and had drawn the wind into east over Northern and Central India. The sky was cloudy to overcast over North-West India and rain had fallen at Quetta and Chaman.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India :—

Province.	December 1893.							Mean variation of week.
	24th.	25th.	26th.	27th.	28th.	29th.	30th.	
	°	°	°	°	°	°	°	
Burma	—1·2	—2·7	—2·3	—2·3	—1·8	—1·3	0	—1·7
Bengal and Assam	+0·2	+0·6	+1·6	+2·2	+2·1	+1·8	+1·2	+1·4
North-Western Provinces and Oudh	+1·4	+2·3	+3·1	+2·6	+2·4	+2·8	+3·4	+2·6
Punjab	+3·2	+4·6	+3·4	+4·1	+3·3	+2·0	+4·2	+3·5
Bombay	—1·2	—0·9	—1·2	—0·4	—0·6	+0·3	+0·4	—0·5
Central Provinces and Berar	+0·1	+0·5	+1·7	+1·9	+2·3	+1·7	+1·8	+1·4
Central India and Guzerat	+0·8	+0·9	+1·8	+2·8	+2·0	+2·9	+4·2	+2·2
Sind and Rajputana	+2·7	+4·1	+6·1	+4·7	+3·2	+4·1	+5·0	+4·3
Madras	—0·3	+1·0	+1·1	0	+0·2	—0·4	—0·9	+0·1
Mean for whole of India	+0·6	+1·2	+1·7	+1·7	+1·5	+1·5	+2·1	+1·5

The above shows that on each day of the week the mean temperature of India was above the normal average, the excess ranging from only 0°·6 on the 24th to 2°·1 on the 30th. The provincial variations show that in Burma throughout the week, in Bombay from the 24th to the 28th, and in Madras on the 24th, 29th, and 30th, the heat was less than the average, but that in all the other provinces it was excessive throughout. The greatest excess was in the north-west and was largely attributable to the high night temperatures experienced during the cloudy period at the close of the week.

Rain.—During the week under review rain has been a trifle more generally received than was the case last week, but it was still reported from only a small minority of the rainfall divisions. In the north-west of the Punjab the average actual rainfall for the week was 0·14 inch, but in Assam (Bhramaputra), Oudh (South), the Punjab (Central and West), the Konkan, the Central Provinces (Central), and the East Coast (South), which were the only other divisions which received rain, the average actual fall of each was less than one-tenth of an inch. In all the divisions which received rain, except the Konkan, the fall was less than the normal. In nearly all parts of the country the anticipated rainfall of this week is very small, so that the practical absence of rain at this time is comparatively unimportant.

There were no heavy falls of rain during the week, though one or two places in the north-west received about one inch.

With the present week the autumn rainfall period is brought to a close. The three last columns of the concluding table show that in most parts of the country the rainfall has been good. In Lower Burma, in the Punjab, and in the west of the Peninsula, there has been some deficiency, but elsewhere the total rainfall has been equal to or in excess of the average.

Province.	Division.	Rainfall data for week ending December 30th, 1893.			Rainfall data from October 15th to December 30th, 1893.		
		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, Oct. 15th to December 30th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	1·48	5·26	— 72
	Lower Burma	0	0·04	—0·04	5·59	7·21	— 22
	Central ditto	0	0·01	— 0·01	5·20	4·55	+ 14
	Upper ditto	0	?	?	4·68	?	?
	Arakan	0	0	0	7·56	7·43	+ 2
Bengal and Assam	Eastern Bengal	0	0·01	—0·01	5·06	4·46	+ 13
	Assam (Surma)	0	0·03	—0·03	5·06	4·10	+ 23
	Ditto (Brahmaputra)	0·03	0·06	—0·03	2·32	2·61	— 11
	Deltaic Bengal	0	0·01	—0·01	2 22	2·84	— 22
	Central ditto	0	0·01	—0·01	2·55	2·31	+ 10
	North ditto	0	0·01	—0·01	3·16	2·52	+ 25
	Orissa	0	0·03	—0·03	6·65	5·34	+ 25
	Chota Nagpur	0	0·02	—0·02	2·56	1·87	+ 37
	Bihar (South)	0	0 03	—0·03	3·54	1·62	+119
	Ditto (North)	0	0·03	—0·03	5 75	1·30	+342
North-Western Provinces and Oudh	North-Western Provinces (East).	0	0·04	—0·04	5·39	1·14	+373
	North-Western Provinces (Submontane) (a).	0	0·03	—0·03	6·26	1·06	+491
	Oudh (South)	0·03	0·11	—0·08	4·09	0·83	+393
	Ditto (North)	0	0·05	—0·05	4·78	0·68	+603
	North-Western Provinces (Central).	0	0·07	—0·07	2·27	0·55	+313
	North-Western Provinces (West).	0	0·08	—0·08	1·15	0·44	+161
	North-Western Provinces (Submontane) (b).	0	0·10	—0·10	4·28	0·64	+569
Punjab	Punjab (South)	0	0·04	—0·04	0	0·38	—100
	Ditto (Central)	0·02	0·03	—0 01	0·10	0·40	— 75
	Ditto (Submontane)	0	0·09	—0 09	0·07	0 72	— 90
	Ditto (Hill Districts)	0	0·18	—0·18	0·19	1·54	— 88
	Ditto (North-West)	0·14	0·24	—0·10	0·20	1·25	— 84
	Ditto (West)	0·02	0·05	—0·03	0·02	0·28	— 93
Bombay and Malabar Coast Districts (Madras).	Malabar	0	0·16	—0·16	11·06	10·06	+ 10
	Madras (South Central)	0	0·63	—0·63	13·93	10·31	+ 36
	Coorg	0	0·14	—0·14	8·48	8·20	+ 3
	Mysore	0	0·14	—0·14	4·48	5·91	— 25
	Konkan	0·08	0·03	+0·05	2·05	3·62	— 43
	Bombay, Deccan	0	0 12	—0·12	2·57	4·25	— 40
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·14	—0·14	1·25	2·85	— 56
Central Provinces and Berar.	Berar	0	0·17	—0·17	4·76	2·75	+ 73
	Central Provinces (West)	0	0·05	—0·05	4·39	1 83	+140
	Ditto ditto (Central)	0·02	0·06	—0·04	5·33	1·46	+265
	Ditto ditto (East)	0	0·09	—0·09	2·46	1·64	+ 50
Bombay (North)	Guzerat	0	0·01	—0·01	0·94	0 62	+ 50
	Kathiawar	0	0·01	—0·01	0·82	0·35	+134
	Sind	0	0·03	—0·03	0·05	0·32	— 84
Rajputana and Central India.	Central India (East)	0	0·03	—0·03	2·54	0·85	+199
	Rajputana (East), Central India (West).	0	0·02	—0·02	1·29	0·60	+115
	Rajputana (West)	0	0·03	—0·03	1·63	0·18	+806
Madras	East Coast (North)	0	0·06	—0·06	12·39	9·03	+ 37
	Ditto (ditto) (a)	0	0 21	—0·21	4·45	5·56	— 19
	Hyderabad (South)	0	0·03	—0·03	3·56	1·41	+152
	Madras (Central)	0	0·08	—0·08	5·52	5·56	— 1
	East Coast (Central)	0	0·11	—0·11	21·06	13·08	+ 61
	Ditto (South)	0·01	0·67	—0·66	22·91	19·24	+ 14
	Madras (South)	0	0·47	—0·47	12·22	13·48	— 9

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

Simla, the 4th January, 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 6th January.*—Fair showers in the Carnatic and light rain in parts of the Circars, Deccan and Southern districts and Nilgiris. Sowings still in progress in parts. Standing crops generally good. The harvest continues to yield an average outturn. Pasture and fodder sufficient. Condition of cattle good. Prices fallen slightly in most districts but still very high generally.

Bombay.—*For week ending 10th January.*—Slight rain in eleven districts. Standing crops withering for want of moisture or damaged by insects, rats, excessive cold, rain, or blight in parts of six districts; prospects otherwise good. Sowing of late crops progressing in four, and reaping of early or late crops in six, districts. Lands being prepared for next season in three districts. Cotton-picking continues in four districts. Fodder sufficient and agricultural stock good. Prices steady except in one district.

Bengal.—*For week ending 6th January.*—There was no rain during the week with the exception of a few light showers in Puri, Palamau and Manbhum. The rice harvest is nearly finished, and a good outturn is generally reported except from districts which suffered from floods in September. The spring crops generally promise well, but a little rain now would be beneficial. Prospects of poppy and tobacco are favourable. The harvesting of sugarcane is in progress. The price of common rice was nearly stationary during the week. The supply of fodder and water is sufficient. The number of persons employed on relief works and in receipt of gratuitous relief during the week were—FARIDPUR (MADARIPUR SUB-DIVISION)—*Relief works*, 647 men and 29 children, total 676, against 260 in the previous week. *Gratuitous relief*, 29 men, 172 women and 106 children, total 307, against 395 in the previous week; BACKERGUNGE (SADAR AND PIROJPUR SUB-DIVISIONS)—*Gratuitous relief*, men 165, women 755 and children 1,005, total 1,925, against 3,742 in the previous week.

North-Western Provinces and Oudh.—*For week ending 10th January.*—Weather cold. Rain has fallen in most districts and has been beneficial to the crops. In Cawnpore a hailstorm causing slight damage to the crops in one tahsil is reported. The spring crops are doing well and prospects are good everywhere. Supplies sufficient. Prices nearly stationary.

Punjab.—*For week ending 10th January.*—Rain has fallen all over the province. Harvesting of autumn crops over. Sowings of spring crops have been finished. Standing crops are in excellent condition, and the recent rain has improved them greatly. Prospects are also reported good. The crops are said to have been injured by field rats in parts of Lahore. Condition of cattle is generally good. Fodder sufficient throughout the province. Prices falling in four districts; stationary elsewhere.

Central Provinces.—*For week ending 10th January.*—Slight showers of rain fell in three districts; no rain elsewhere. The recent cloudy weather has affected some of the winter crops, particularly linseed, which has been attacked by insects in some districts and by rust in others. The sessamum crop is reported to have been totally destroyed in the Warora tahsil. Fodder plentiful. Prices steady.

Burma.—*For week ending 6th January.*—No rain has fallen. Reaping of the main paddy crop completed in several districts, and threshing progressing throughout Lower Burma, except in parts. The crop appears to be an average one, though in some localities the grain is believed to be threshing out a little light. Crop prospects in Upper Burma continue good. Reaping of wet-weather paddy nearly completed in most districts; reaping of sessamum and *jowar* (*Sorghum vulgare*) progressing, and planting of dry-weather crops well in hand. Fodder and water-supplies sufficient. The price of paddy in Rangoon has fallen very slightly, but in Upper Burma there is in most districts a considerable fall which is most marked in Meiktila, Yamethin, Ye-u and Mandalay.

Assam.—*For week ending 9th January.*—Weather seasonable. Reaping of late rice continues. Condition of cattle fair. Fodder and water generally sufficient.

Mysore and Coorg.—*For week ending 10th January.*—MYSORE: Crops and prospects good. Harvesting of *ragi* (*Eleusine coracana*) still continues in five districts. Prices fallen in two districts.

COORG: Reaping of rice and picking of coffee in progress. Fodder and water sufficient for cattle. Slight fall in prices.

Berar and Hyderabad.—*For week ending 10th January.*—BERAR: Rainfall moderate. Weather cool except at Akola, where it is warm and cloudy. Picking of cotton and cutting of *jowar* (*Sorghum vulgare*) still in progress. Weeding operations continue in Akola. Fodder and water sufficient. Cattle healthy. Prices stationary.

HYDERABAD: Rainfall slight during the week. Sowing of hot-weather crops continues. Spring crops in good condition. Prices steady.

Central India.—*For week ending 10th January.*—Rain fell in the Gwalior, Bundelkhand, Baghelkhand and Bhopawar Agencies during the week; more rain is wanted in parts of Gwalior. Cotton collection continues in Bhopawar. Spring operations in progress in all parts. Crops in good condition except in parts of Gwalior, where they have been injured by insects and hail. Agricultural stock generally in good condition. Prices falling in Western Malwa and Bhopawar; steady elsewhere. Opium sowing commenced in Western Malwa, crop being weeded in Bhopawar; condition generally fair.

Rajputana.—*For week ending 10th January.*—Rainfall good in parts. Agricultural operations, standing crops, and cattle, generally satisfactory. Prospects generally good. Pasturage or fodder sufficient. Prices risen in two States, falling in three, fluctuating in two, and steady elsewhere.

Kashmir.—*For week ending 9th January.*—Weather cloudy. Barley sowings again commenced. Prices falling.

Nepal.—*For week ending 6th January.*—Weather cold and occasionally cloudy. Prospects good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 31ST DECEMBER 1892, AND FROM 1ST JULY TO 31ST DECEMBER 1893.

N.B.—As regards the figures in column *Total Receipts from 1st July 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 2nd-half of 1892.	Week ending 31st December 1892.			Last 8 days ending 31st December 1893.			Earnings from 1st July to 31st December 1892.	Earnings from 1st July to 31st December 1893.	Increases during the 2nd-half of 1893.	Decreases during the 2nd-half of 1893.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	521	1,634	9,61,895	589	1,634	11,38,720	697	2,21,48,498	2,35,81,178	14,32,680	...
Bengal-Nágpur	101	831	1,34,489	162	863	1,71,370	199	21,76,323	23,62,232	1,85,909	...
Indian Midland	106	752	1,34,756	179	752	1,07,660	143	20,81,011	21,82,911	1,01,900	...
Bezwada Extension (*a*)	95	21	2,874	137	112	5,635	50	53,274	1,52,987	99,713	...
Metre gauge—											
Rajputana-Malwa (*b*)	216	1,674	4,29,747	257	1,699	5,70,610	336	93,91,931	95,22,868	1,30,937	...
South Indian	135	1,106	2,39,842	217	1,043	2,20,265	211	39,03,782	38,04,461	...	99,321
Southern Mahratta (*c*)	78	1,044	1,00,055	96	1,163	1,15,005	99	21,16,018	26,36,498	5,20,480	...
Bengal and North-Western (*d*)	111	755	1,00,305	133	756	1,08,710	144	21,90,632	21,45,967	...	44,665
Rohilkund and Kumaon (Lucknow-Bareilly section)	56	199	14,586	73	223	24,537	110	2,86,601	2,96,026	9,425	...
Pálanpur-Deesa	...	...	...	...	16	1,440	89	...	(*e*)6,383	6,383	...
TOTAL	213	8,016	21,18,549	264	8,261	24,63,952	298	4,43,48,070	4,66,91,511	23,43,441	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	178	2,511	5,70,217	227	2,509	7,03,272	280	1,15,55,329	1,42,68,819	27,13,490	...
Oudh and Rohilkhand (state)	193	692	1,76,940	256	740	1,84,909	250	34,81,914	37,91,562	3,09,648	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	344	777	2,65,010	341	813	3,00,700	370	69,54,558	70,53,302	98,744	...
Bengal Central (*g*)	121	125	14,951	120	125	16,030	128	3,93,434	3,91,286	...	2,148
East Coast (state)	...	...	...	...	175	16,007	91	...	(*f*)2,60,459	2,60,459	...
Metre gauge—											
Burma (state)	157	715	1,34,149	188	730	1,19,338	163	29,24,937	24,96,956	...	4,27,981
Special gauges—											
Jorhát (state provincial)	55	28	621	22	28	1,411	50	36,962	38,099	1,137	...
Cherra-Companyganj (state provincial)	44	8	602	75	8	366	46	9,091	10,830	1,739	...
TOTAL	202	4,856	11,62,490	239	5,128	13,42,033	261	2,53,56,225	2,83,11,313	29,55,088	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	399	1,490	10,65,032	715	1,490	8,57,779	576	1,54,40,952	1,49,26,454	...	5,14,498
Bombay, Baroda and Central India	444	461	3,00,499	652	461	3,41,000	740	53,18,410	58,04,494	4,86,084	...
Madras	224	840	2,44,915	292	840	2,34,118	279	48,79,368	51,55,805	2,76,237	...
TOTAL	353	2,791	16,10,446	577	2,791	14,32,897	513	2,56,38,930	2,58,86,753	2,47,823	...
TOTAL (GUARANTEED AND STATE)	234	15,663	48,91,485	312	16,180	52,38,882	324	9,53,43,225	10,08,89,577	55,46,352	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	126	162	19,877	123	161	24,344	151	5,46,047	6,06,649	60,602	...
Tarkessur	226	22	4,882	222	22	5,514	251	1,30,580	1,23,989	...	6,591
Metre gauge—											
Rohilkund and Kumaon (Company's section)	115	67	5,269	79	67	7,167	107	1,99,683	2,13,964	14,281	...
Dibru-Sadiya	121	78	6,299	81	78	6,724	86	2,43,311	2,58,332	15,021	...
TOTAL	129	329	36,327	110	328	43,749	133	11,19,621	12,02,934	83,313	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	148	333	63,076	189	333	79,865	240	12,77,248	18,65,565	...	11,683
The Gaekwar's Petlád	78	13	1,095	84	13	11,260	94	27,157	37,659	10,502	...
Rájpura-Bhátinda	92	108	9,211	85	108	18,906	101	2,38,217	3,30,272	92,055	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	95	331	36,477	110	362	29,711	82	7,75,638	8,67,919	92,281	...
The Gaekwar's Mehsána	44	93	5,115	55	93	8,530	92	1,05,133	1,38,149	33,016	...
Kolhapur	61	29	2,202	76	29	2,674	92	45,826	55,483	9,657	...
Special gauge—											
The Gaekwar's Dabhoi	49	72	4,931	68	72	6,230	87	91,317	95,569	4,252	...
TOTAL	103	979	1,22,107	125	1,010	1,57,176	156	25,60,536	27,90,616	2,30,080	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	70	334	35,929	108	334	82,840	248	6,11,153	7,89,231	1,78,078	...
Jetalsar-Rájkot	...	...	...	...	46	4,255	93	...	72,893	72,893	...
Jodhpur-Bickaneer	55	291	15,191	52	364	19,200	53	4,15,378	4,21,335	5,957	...
Special gauge—											
Morvi	57	94	5,098	54	94	7,393	79	1,39,160	1,54,508	15,348	...
TOTAL	62	719	56,218	78	838	1,13,688	136	11,65,691	14,37,967	2,72,276	...
GRAND TOTAL	218	17,690	51,06,137	289	18,356	55,53,495	303	10,01,89,073	10,63,21,094	61,32,021	...

(*a*) Includes the Bezváda-Godavári section of the East Coast (state) railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*d*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Total receipts from 8th November to 31st December 1893.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot Railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.
(*j*) Total receipts from 15th July to 31st December 1893.

CALCUTTA,
The 12th January, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXXVIII OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1893* audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 31st December 1892.			Last 8 days ending 31st December 1893.			Earnings from 1st April to 31st Dec. 1892.	Earnings from 1st April to 31st Dec. 1893.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by Companies.											
Standard gauge—											
East Indian	580	1,634	9,61,895	589	1,634	11,38,720	697	3,61,42,911	3,67,51,415	6,08,504	...
Bengal-Nágpur	140	831	1,34,489	162	863	1,71,370	199	39,97,471	43,06,723	3,09,252	...
Indian Midland	129	752	1,34,756	179	752	1,07,660	143	35,89,514	35,88,753	...	761
Bezváda Extension (*a*)	80	21	2,874	137	112	5,635	50	71,963	2,44,989	1,73,026	...
Metre gauge—											
Rajputana-Malwa (*b*)	258	1,674	4,29,747	257	1,699	5,70,610	336	1,60,61,024	1,61,51,728	90,704	...
South Indian	139	1,106	2,39,842	217	1,043	2,20,265	211	58,88,121	60,40,981	1,52,860	...
Southern Mahratta (*c*)	87	1,044	1,00,055	96	1,163	1,15,005	99	33,29,414	43,96,586	10,67,172	...
Bengal and North-Western (*d*)	137	755	1,00,305	133	756	1,08,710	144	38,38,315	37,69,423	...	68,892
Rohilkhand and Kumaon (Lucknow-Bareilly section)	66	199	14,586	73	223	24,537	110	4,86,075	5,07,990	21,915	...
Pálanpur-Deesa	...	...	...	...	16	1,440	89	...	(*e*)6,383	6,383	...
TOTAL	243	8,016	21,18,549	264	8,261	24,63,952	298	7,34,04,808	7,57,64,971	23,60,163	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*f*)	201	2,511	5,70,217	227	2,509	7,03,272	280	1,85,46,167	2,17,79,887	32,33,720	...
Oudh and Rohilkhand (state)	235	692	1,76,940	256	740	1,84,909	250	61,24,354	63,29,276	2,04,922	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,65,010	341	813	3,00,700	370	92,04,983	94,94,916	2,89,933	...
Bengal Central (*g*)	120	125	14,951	120	125	16,030	128	5,76,779	5,79,159	2,380	...
East Coast (state)	...	...	...	...	175	16,007	91	...	(*k*)2,60,459	2,60,459	...
Metre gauge—											
Burma (state)	194	715	1,34,149	188	730	1,19,338	163	47,38,260	42,03,919	...	5,34,341
Special gauges—											
Jorhát (state provincial)	46	28	621	22	28	1,411	50	53,224	56,436	3,212	...
Cherra-Companyganj (state provincial)	47	8	602	75	8	366	46	13,299	16,450	3,151	...
TOTAL	217	4,856	11,62,490	239	5,128	13,42,033	261	3,92,57,066	4,27,20,502	34,63,436	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	513	1,490	10,65,032	715	1,490	8,57,779	576	2,82,16,796	2,69,81,899	...	12,34,897
Bombay, Baroda and Central India	605	461	3,00,499	652	461	3,41,000	740	1,04,28,787	1,09,08,014	4,79,227	...
Madras	226	840	2,44,915	292	840	2,34,118	279	72,19,858	77,94,266	5,74,408	...
TOTAL	442	2,791	16,10,446	577	2,791	14,32,897	513	4,58,65,441	4,56,84,179	...	1,81,262
TOTAL (GUARANTEED AND STATE)	271	15,663	48,91,485	312	16,180	52,38,882	324	15,85,27,315	16,41,69,652	56,42,337	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	162	19,877	123	161	24,344	151	8,26,453	9,27,375	1,00,922	...
Tárkessur	252	22	4,882	222	22	5,514	251	2,10,775	2,05,955	...	4,820
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	5,269	79	67	7,167	107	3,38,142	3,51,328	13,186	...
Dibru-Sadiya	123	78	6,299	81	78	6,724	86	3,75,556	3,90,173	14,617	...
TOTAL	135	329	36,327	110	328	43,749	133	17,50,926	18,74,831	1,23,905	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	63,076	189	333	79,865	240	19,28,609	20,09,377	80,768	...
The Gaekwar's Petlád	96	13	1,095	84	13	11,260	94	46,916	55,294	8,378	...
Rajpura-Bhatinda	92	108	9,211	85	108	18,906	101	3,67,747	4,77,442	1,09,695	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	94	331	36,477	110	362	29,711	82	11,00,676	13,23,051	2,22,375	...
The Gaekwar's Mehsána	59	93	5,115	55	93	8,530	92	1,91,811	2,37,464	45,653	...
Kolhápur	67	29	2,202	76	29	2,674	92	68,989	86,624	17,635	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	4,931	68	72	6,230	87	1,80,864	1,76,366	...	4,498
TOTAL	107	979	1,22,107	125	1,010	1,57,176	156	38,85,612	43,65,618	4,80,006	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	35,929	108	334	82,840	248	11,99,300	14,95,912	2,96,612	...
Jetalsar-Rájkot	...	...	...	...	46	4,255	93	...	(*j*)1,02,178	1,02,178	...
Jodhpur-Bickaneer	60	291	15,191	52	364	19,200	53	6,80,493	6,47,891	...	32,602
Special gauge—											
Morvi	65	94	5,098	54	94	7,393	79	2,37,421	2,44,947	7,526	...
TOTAL	80	719	56,218	78	838	1,13,688	136	21,17,214	24,90,928	3,73,714	...
GRAND TOTAL	251	17,690	51,06,137	289	18,356	55,53,495	303	16,62,81,067	17,29,01,029	66,19,962	...

(*a*) Includes the Bezváda-Godavari section of the East Coast (state) railway.
(*b*) Includes the Godhra-Rutlam railway.
(*c*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*d*) Includes the Tirhoot State railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*e*) Total receipts from 8th November to 31st December 1893.
(*f*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*g*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*h*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*i*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.
(*j*) Total receipts from 12th April to 31st December 1893.
(*k*) Total receipts from 15th July to 31st December 1893.

CALCUTTA,
The 12th January, 1894.

F. B. HEBBERT,
Under-Secretary.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending on Saturday, January 6th, 1894.

Throughout the whole week unsettled weather has prevailed over North-Western and Central India. This unsettled weather was attributable to the cyclonic storm which advanced into North-West India from trans-Indus regions on the last day of the preceding week. It occasioned a brisk fall of the barometer over a large part of India on the 31st December 1893, produced cyclonic movements in the winds and gave rain to a considerable part of the country. After the 31st December the storm gradually filled up and the barometer rose steadily over North-West India, so that by the close of the week a large area of high pressure had been developed over the region previously occupied by the storm. Rain continued to fall over the north west and centre long after the storm itself had disappeared, and, indeed, did not wholly cease until the last day of the week. During the existence of the storm and for some days after its apparent dispersal, the sky remained more or less covered with cloud and this resulted in very high night temperatures. So marked was this that the mean temperature of the whole of India was generally excessive, though in most parts of the country the day temperatures were in defect.

The chart of December 31st, 1893, showed that the barometer was falling everywhere. The fall was greatest over North-West India and the cyclonic storm which lay over the western desert had developed considerably. Pressure

was highest in North-East India. The winds over a large part of the country were affected by the storm, but over the Bay the directions remained northerly. Rain had fallen over Baluchistan, Sind, Rajputana, and the Punjab as well as at all the hill stations. The heaviest amounts were 1·56 inch at Cherat 0·94 inch at Peshawar, 0·69 inch at Dera Ismail Khan, 0·67 inch at Karachi, and 0·45 inch at Khushab. On the morning of the 1st pressure was rising everywhere. The rise was greatest in the North-West so that, though pressure was still relatively low over the western desert, the cyclonic storm had almost disappeared. Pressure was highest all along the line of the Himalayas. The winds except over the Bay area were still largely affected by the low pressures in the North-West and rain was falling over a large part of North-West India as well as at several stations in the central parts of the country and in the Peninsula. Cuddalore had received 2·80 inches, Sialkote 2·72 inches, Colombo 1·96 inch, Murree 1·82 inch, Jhansi 1·64 inch, and Rawalpindi 1·29 inch. At some of the hill stations snow had occurred. On the 2nd the barometer was falling again except in Baluchistan, Sind, Guzerat, Khandesh, etc., and a very shallow depression had appeard over the north of the Punjab. The original depression had disappeared and readings decreased very slowly from a high pressure area in the north to a low pressure area in the south. The wind was very unsteady over North-West and Central India, but elsewhere the directions were fairly normal. Rain continued to fall over North-West and Central India and at one or two places in the Peninsula. Nellore had received 1·64 inch, Pachmari 1·03 inch, Rawalpindi 0·84 inch, Simla 0·71 inch and Murree 0·60 inch. Snow had again fallen at some of the hill stations. On the 3rd pressure was increasing over the western and decreasing over the eastern half of India. A large high pressure area overlay North-Western India with its centre over Eastern Rajputana while readings were lowest over Malabar and the south of the Bay. The winds were very variable. Rain continued to fall over the Punjab and the North-Western Provinces, and a few scattered showers were reported from the central parts of the country and the Peninsula. Umballa reported 0·88 inch, Khushab and Ludhiana 0·61 inch, and Chakrata 0·55 inch. The chart of the 4th showed that the distribution of pressure had become about normal though readings were lower than usual all over the country. Readings decreased from a high pressure area in the extreme north-west to a low pressure area over the south of the Bay. The winds were about normal, and the weather had cleared very considerably, though showers had occurred over the Punjab and Rajputana and at a few places in he Peninsula. On the 5th the barometer was rising almost everywhere. A large high pressure area overlay North-West India whence readings decreased and reached their minimum over the south of the Bay. Gradients were steeper than usual and the winds were fresh to strong in several places. Light showers had again been received at a few stations. The chart of the 5th showed that pressure was still rising almost everywhere and that the general distribution was unaltered. The wind directions were fairly normal. The weather had cleared completely from the disturbance at the beginning of the week and the sky was clear almost everywhere. One or two light showers had, however, been received during the preceding 24 hours.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India:—

Province.	December 1893	January 1894.						Mean variation of week.
	31st	1st	2nd.	3rd.	4th.	5th.	6th.	
	°	°	°	°	°	°	°	°
Burma	—0·2	—0·3	—0·6	—0·1	+0·1	+0·6	—0·1	—0·1
Bengal and Assam	+1·5	+2·3	+3·4	+3·2	+2·9	+0·7	—0·2	+2·0
North-Western Provinces and Oudh	+3·5	+4·0	+2·3	+2·8	+0·2	—1·2	—2·6	+1·3
Punjab	+4·7	+0·7	+1·6	+0·9	—3·1	—3·0	—3·0	—0·2
Bombay	—0·1	+1·4	—0·4	—0·4	—0·3	—1·7	—0·1	—0·2
Central Provinces and Berar	+3·5	+5·0	+3·7	+2·8	+0·8	+1·5	+1·2	+2·6
Central India and Guzerat	+6·3	+4·7	+2·7	+0·4	—1·4	—3·1	—4·3	+0·8
Sind and Rajputana	+5·7	+1·8	+1·0	—1·8	—1·5	—4·6	—4·2	—0·5
Madras	+1·0	+2·7	+3·0	+2·3	+1·9	+1·9	+1·8	+2·1
Mean for whole of India	+2·9	+2·5	+1·9	+1·1	0	—1·0	—1·3	+0·9

From the 31st December 1893 to the 3rd of January 1894 the mean temperature of the whole of India on each day was above the normal average. This excess was attributable to the exceptionally high night temperatures which resulted from the cloudy state of the sky due to the disturbed weather. By the 4th the disturbed weather was passing away, the nights became less warm and the mean temperature of India was exactly normal. On the 5th and 6th when the cloudy skies and disturbed weather had wholly disappeared temperature fell quickly and the mean on these two days was below the average.

Rain.—The information in the rainfall table at the close of the Summary shows, that the rainfall over India, due to the disturbed weather inaugurated by the storm which entered the North-West on December 30th, 1893, had been much more extensive and more heavy than for some weeks past. Burma, Bengal, Assam, and the west of the Peninsula had absolutely or practically no rainfall, but in all other parts of the country rain fell, though in many divisions the fall was only light. Thus the table shows that in seventeen of the rainfall divisions the average actual rainfall for the week was absolutely *nil*, in fifteen more it was less than one-tenth of an inch, in fifteen more it was over one-tenth of an inch but less than one inch, and in five it exceeded one inch. The heaviest rainfall occurred in the Punjab, the average actual fall for the week in the Punjab (north-west) having been 3 inches, in the Hill Districts 2·12 inches, in the South 1·76 inch, in the Submontane District 1·64 inch and in the centre 1·12 inch. In nearly all the divisions which received rain the fall was greater than usual, an excess being reported from no less than twenty-four out of the thirty-five divisions. The greatest excess was in the Punjab where in most divisions it exceeded one inch and in the case of the north-west division was as much as 2·79 inches.

As the present is the first week of a new rainfall period, the information given in the three concluding columns of the table is the same, only expressed in a different form, as that given in the first three columns.

The following are the heaviest totals received during the week, the amounts in some cases being remarkable :—

Division.	District.	Station.	Amount.
Punjab (South)	Ferozepore	Nathana	9·08 inches.
Do. (Central)	Lahore	Kasur	2·54 ,,
Do. (Submontane)	Gurdaspur	Shakargarh	4·21 ,,
Do. (Hills)	Kangra	Sudder	4·05 ,,
Do (North-West)	Gujranwalla	Ramnagar	5·84 ,,

Provinces.	Division.	Rainfall data for week ending 6th January 1894. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 31st December to 6th January 1894. Average actual rainfall of season to date.	Average normal rainfall, 31st December to 6th January.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0	0
	Lower Burma	0	0·04	—0·04	0	0·04	—100
	Central ditto	0	0·01	—0·01	0	0·01	—100
	Upper ditto	0	?	?	0	?	?
	Arakan	0	0·02	—0·02	0	0·02	—100
Bengal and Assam	Eastern Bengal	0	0·14	—0·14	0	0·14	—100
	Assam (Surma)	0	0·17	—0·17	0	0·17	—100
	Ditto (Brahmaputra)	0·02	0·15	—0·13	0·02	0·15	— 87
	Deltaic Bengal	0	0·11	—0·11	0	0·11	—100
	Central ditto	0	0·07	—0·07	0	0·07	—100
	North ditto	0	0·03	—0·03	0	0·03	—100
	Orissa	0·01	0·04	—0·03	0·01	0·04	— 75
	Chota Nagpur	0	0·09	—0·09	0	0·09	—100
	Bihar (South)	0	0·05	—0·05	0	0·05	—100
	Ditto (North)	0	0·00	—0·06	0	0·06	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·03	0·04	—0·01	0·03	0·04	— 25
	North-Western Provinces (Submontane) (*a*).	0	0·06	—0·06	0	0·06	—100
	Oudh (South)	0·24	0·06	+0·18	0·24	0·06	+300
	Ditto (North)	0·06	0·03	+0·03	0·06	0 03	+100
	North-Western Provinces (Central).	0·61	0·08	+0·53	0·61	0·03	+663
	North-Western Provinces (West).	0·73	0·07	+0·65	0·73	0·07	+943
	North-Western Provinces (Submontane) (*b*).	0·43	0·18	+0·25	0·43	0·18	+139
Punjab	Punjab (South)	1·76	0·05	+1·71	1·76	0·05	+342
	Ditto (Central)	1·12	0·05	+1·07	1·12	0·05	+2,140
	Ditto (Submontane)	1·64	0·19	+1·45	1·64	0·19	+763
	Ditto (Hill Districts)	2·12	0·30	+1·82	2·12	0·30	+607
	Ditto (North-West)	3·00	0·21	+2·79	3·00	0·21	+1,329
	Ditto (West)	0·47	0·07	+0·40	0·47	0·07	+571
Bombay and Malabar Coast Districts (Madras).	Malabar	0·06	0·09	—0·03	0·06	0·09	— 33
	Madras (South Central)	0·11	0·12	—0·01	0·11	0·12	— 8
	Coorg	0	0·09	—0·09	0	0·09	—100
	Mysore	0	0·03	—0·03	0	0·03	—100
	Konkan	0·01	0·04	—0 03	0·01	0·04	— 75
	Bombay-Deccan	0·01	0·03	—0·02	0·01	0·03	— 67
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0.02	0·05	—0·03	0·02	0·05	— 60
Central Provinces and Berar.	Berar	0·11	0·17	—0·06	0·11	0·17	— 35
	Central Provinces (West)	0·08	0·07	+0·01	0·08	0·07	+ 14
	Ditto ditto (Central)	0·30	0·07	+0·23	0·30	0·07	+329
	Ditto ditto (East)	0·03	0·07	—0·04	0·03	0·07	— 57
Bombay (North)	Guzerat	0·02	0	+0.02	0·02	0	0
	Kathiawar	0·01	0	+0·01	0·01	0	0
	Sind	0·26	0·02	+0·24	0·26	0·02	+1,200
Rajputana and Central India.	Central India (East)	0·25	0·03	+0·22	0·25	0·03	+733
	Rajputana (East), Central India (West).	0·50	0·02	+0·54	0·56	0 02	+2,700
	Rajputana (West)	0·70	0·03	+0·67	0·70	0·03	+2,233
Madras	East Coast (North)	0·14	0·04	+0·10	0·14	0·04	+250
	Ditto (ditto) (*a*)	0	0·07	—0·07	0	0·07	—100
	Hyderabad (South)	0·06	0·03	+0·03	0·06	0·03	+100
	Madras (Central)	0·04	0·01	+0·03	0·04	0·01	+300
	East Coast (Central)	0·60	0·08	+0·52	0·60	0·08	+650
	Ditto (South)	0·33	0·23	+0·10	0·33	0 23	+ 44
	Madras (South)	0 03	0·20	—0·17	0·03	0·20	— 85

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

Simla, the 11th January 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 13th January.*—Rainfall fair in Tanjore, light in South Arcot and Madras, and scattered showers in Vizagapatam, North Arcot, Trichinopoly, and the Nilgiris. Sowings still continue in parts. Standing crops generally good. The harvests of the early crop continue with fair to average outturn. Pasture and fodder sufficient. Condition of cattle good. Prices continue falling slightly in most districts.

Bombay.—*For week ending 17th January.*—Slight rain in Karachi. Standing crops withering for want of moisture or damaged by insects, rats, excessive cold, or blight in parts of four districts; prospects otherwise good. Sowing of late crops progressing in three, and reaping of early or late crops in five, districts. Lands being prepared for next season in four districts. Cotton-picking continues in five districts. Fodder sufficient except in one district, and agricultural stock good. Prices steady except in three districts.

Bengal.—*For week ending 13th January.*—Fine dry weather prevailed throughout the week. The winter rice harvest is almost over, and the outturn is satisfactory on the whole. The spring crops are doing well, but require rain in parts. Oilseeds, pulses and potatoes are being harvested in some districts. Sugarcane-pressing is in progress. Poppy prospects are good. In Monghyr caterpillars are doing some damage to the plants. Tobacco is a promising crop, as also *ganja* in the Rajshahi district. No important change in the price of common rice is reported. Cattle are in good condition, and the supply of fodder and water is sufficient. The following figures show the number of persons on relief works and in receipt of gratuitous relief during the week. FARIDPUR (MADARIPUR SUB-DIVISION). *Relief-works*, 1,250 men, against 676 men and children in the preceding week. *Gratuitous relief*, 12 men, 80 women and 53 children, total 145, against 307 in the previous week. BACKERGUNGE (SADAR AND PIROJPUR SUB-DIVISIONS): *Gratuitous relief*, 103 men, 436 women and 663 children, total 1,202, against 1,925 in the previous week.

North-Western Provinces and Oudh.—*For week ending 17th January.*—Weather seasonable. Spring crops flourishing. Poppy healthy. Irrigation and sugarcane-pressing continue. Prospects favourable. Supplies abundant. Prices almost stationary.

Punjab.—*For week ending 17th January.*—Rain has fallen in six districts. Harvesting of autumn crops and sowings of spring crops over. Standing crops are generally in good condition, also the poppy crop in Lahore. The crops are reported to have been injured by field rats in parts of Lahore. Condition of cattle good, and fodder is sufficient all over the province. The prospects of the harvest for the province at present are good. Prices falling in three districts, rising in one, stationary elsewhere.

Central Provinces.—*For week ending 17th January.*—Weather generally clear and cold. Wheat and linseed being injured by blight and by insects in parts of several districts; otherwise prospects continue generally fair. Fodder and water-supply sufficient. Prices of wheat and gram have risen in one district; stationary elsewhere.

Burma.—*For week ending 13th January.*—No rain has fallen. Reaping and threshing in progress in Lower Burma. No change in crop prospects. In Upper Burma reaping of wet-weather paddy completed in four districts and progressing in others. Ploughing for dry-weather paddy continues and planting of other crops in progress. Water sufficient. The price of paddy is steady in ten districts, but there is a considerable fall in Bassein and Amherst, and a large rise in Sandoway. In Upper Burma prices are steady in thirteen districts, and have fallen in three others.

Assam.—*For week ending 16th January.*—Weather seasonable. Reaping of late rice nearly finished. Prospects good. Fodder and water sufficient. Condition of cattle good.

Mysore and Coorg.—*For week ending 17th January.*—MYSORE: Standing crops in good condition. Prospects good. Prices fallen in three districts.

COORG: Picking of coffee and reaping of rice in progress. Fodder and water sufficient for cattle. Slight fall in prices.

Berar and Hyderabad.—*For week ending 17th January.*— BERAR: Weather clear and cool. Picking of cotton finished in the Wun district. Harvesting of *jowar* (*Sorghum vulgare*) in progress. Spring crops in Balapur not in good condition. Wheat damaged in Melghat by recent rainfall. Fodder and water sufficient. Prices stationary.

HYDERABAD: No rain during the week. Sowing of hot-weather crops continues. Spring crops in good condition. Prices stationary.

Central India.—*For week ending 17th January.*—No rain fell during the week. Spring operations in progress in all parts. Crops being irrigated in Bundelkhand. Condition of standing crops, agricultural stock, and pasturage generally in good condition. Prices of food-grains falling in Western Malwa; steady in other parts. Condition of opium crop generally good.

Rajputana.—*For week ending 17th January.*—Slight rain in Harowti and Bikaneer. Agricultural operations and standing crops satisfactory. Prospects generally good. Pasturage or fodder sufficient. Prices fallen in three States, risen in two, and steady elsewhere.

Kashmir.—*For week ending 16th January.*—Rain fell in the Muzaffarabad district during the week. Prices stationary.

Nepal.—*For week ending 13th January.*—Weather fine. Prospects normal.

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 nine months of the official year 1893-94, and of the twenty-two preceding years.

(IN THOUSANDS OF RUPEES.)

FOR THE NINE MONTHS, APRIL TO DECEMBER.

YEAR.	BENGAL.			BOMBAY.			SINDH.			MADRAS.			BURMA.			TOTAL BRITISH INDIA.			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.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	Total Revenue.	
1871-72	7,65	55,99	80,23	5,09	33,67	41,77	93	93	3,24	2,66	8,92	9,93	1,17	3,16	12,78	17,41	1,02,67	1,63,86	1871-72
1872-73	9,08	52,55	79,75	3,93	31,83	2,59	81	92	3,35	2,88	8,68	7,96	2,19	3,54	22,31	18,89	97,52	1,69,01	1872-73
1873-74	7,79	51,64	14,08	4,51	34,03	2,64	90	77	2,57	2,70	10,24	9,87	2,38	3,46	16,41	18,28	1,00,14	1,62,32	1873-74
1874-75	8,85	58,68	11,14	4,97	34,99	3,01	86	63	2,59	2,71	10,17	9,64	2,92	5,10	11,22	20,31	1,09,57	1,65,99	1874-75
1875-76	9,37	57,45	11,65	4,95	30,55	3,77	97	79	2,78	3,15	10,41	8,60	2,87	3,67	19,35	21,31	1,02,87	1,68,57	1875-76
1876-77	9,65	49,49	10,93	6,18	31,46	83	1,16	58	1,94	4,11	9,06	5,63	3,14	3,80	13,59	24,24	94,19	1,49,61	1876-77
1877-78	10,71	50,44	13,04	6,31	35,95	77	1,49	70	2,51	4,06	6,58	1,54	3,62	4,60	10,17	26,19	1,07,27	1,59,30	1877-78
1878-79	9,68	49,72	11,62	6,28	33,26	1,54	1,42	44	2,05	4,03	6,81	3,39	4,92	5,07	15,33	26,33	95,30	1,53,70	1878-79
1879-80	9,04	46,91	7,68	7,04	28,75	1,46	2,40	55	3,14	3,90	6,93	5,28	5,07	4,91	18,00	27,45	88,05	1,48,11	1879-80
1880-81	9,73	45,62	9,27	6,36	40,98	1,77	2,87	86	4,43	3,92	7,69	5,89	3,51	5,94	21,87	26,91	1,01,39	1,67,28	1880-81
1881-82	9,61	40,83	11,24	7,43	35,08	1,21	2,83	97	4,06	3,66	7,24	3,63	5,10	5,87	25,38	28,63	89,99	1,18,62	1881-82
1882-83	10,40	11	11,91	7,36	-1,04*	1,15	2,59	3	3,06	4,04	2,88	2	5,73	6	30,23	30,12	—82*	29,30	1882-83
1883-84	10,45	22	12,98	7,96	41	1,08	2,64	4	3,06	3,73	7	3,83	5,77	11	21,97	30,35	85	31,40	1883-84
1884-85	9,13	26	8,16	7,70	33	1,39	2,87	5	3,35	3,57	4	3,78	5,67	4	16,07	28,94	72	29,66	1884-85
1885-86	9,73	22	10,08	8,90	40	88	3,17	5	3,81	3,65	8	2,72	4,65	4	25,40	30,10	79	30,89	1885-86
1886-87	9,79	37	8,08	10,63	42	1,05	3,82	9	4,61	4,64	13	3,96	6,42	9	21,86	33,67	1,10	34,77	1886-87
1887-88	9,52	38	10,72	10,88	40	1,38	3,61	6	4,26	7,43	6	3,26	6,67	2	22,14	37,91	92	38,83	1887-88
1888-89	11,04	4,85	10,63	11,61	3,04	1,10	3,83	65	4,81	7,74	71	3,74	6,32	77	14,91	39,81	10,02	49,83	1888-89
1889-90	10,70	6,97	8,39	11,61	2,42	1,34	4,09	51	5,05	7,60	58	5,09	6,23	1,87	24,09	33,15	40,29	12,35	52,64	1889-90
1890-91	12,08	6,86	11,75	12,71	3,29	1,22	4,60	81	6,00	8,40	82	3,38	6,63	30	35,08	43,01	44,42	12,08	56,50	1890-91
1891-92	11,75	8,14	12,39	12,27	3,41	93	4,42	65	5,59	7,70	83	2,73	6,53	70	28,63	33,96	42,72	13,73	56,45	1891-92
1892-93	12,75	8,62	11,00	12,64	3,67	1,51	4,27	40	5,24	7,43	33	3,19	6,90	53	21,96	29,39	44,23	13,55	57,78	1892-93
1893-94	11,03	9,74	10,12	13,11	5,69	1,30	4,12	80	5,32	7,09	97	3,65	6,07	23	23,86	30,16	42,32	17,43	59,75	1893-94

* The amount refunded was greater than the duty collected.

J. F. FINLAY,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*),
Calcutta, 18th January 1894.

GOVERNMENT OF INDIA,

FINANCE AND COMMERCE DEPARTMENT.

ANNUAL REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA DURING THE YEAR 1892-93.

No. 267A., dated Calcutta, the 16th January, 1894.

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

READ—

Report by the Comptroller and Auditor General on the Operations of the Savings Banks in India for the year 1892-93.

No. 31, dated Calcutta, the 29th December, 1893.

From—The Comptroller and Auditor General,

To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to forward, for submission to Government, my Annual Report on the operations of the Savings Banks in India during the year 1892-93.

2. The Report relates not only to Government Savings Banks proper which are open to the public, such as the Presidency and Post Office Banks, but also to those banks which are open only to non-commissioned officers and privates of British Regiments and to certain "Service Institutions," somewhat of the nature of Savings Banks which have been established for the benefit of non-pensionable servants of State Railways, and Officers of the Public Works and Telegraph Departments.

3. I enclose the usual Statements, marked I to VII, containing the accounts and statistics for the year.

4. The principal features of the returns are shown in the following table which also compares them with those of the previous year:—

DESCRIPTION OF BANKS.	BANKS.		DEPOSITORS.		INTEREST EARNED.		BALANCE.		NOMINAL VALUE OF GOVERNMENT PROMISSORY NOTES.		AVERAGE OF DEPOSITOR'S BALANCE.	
	Number.	Increase + or Decrease — over previous year.	Number.	Increase + or Decrease — over previous year.	Amount.	Increase + or Decrease — over previous year.	Amount.	Increase + or Decrease — over previous year.	Balance of Government Promissory Notes held for depositors.	Net purchased or received + sold or returned — during the year.	Amount	Increase + or Decrease —
Presidency, Calcutta	1	...	10,968	−94	83,618	+2,187	25,64,981	+64,937	30,200	+300	233	+7
,, Madras	1	...	2,843	−116	18,387	+524	5,46,656	−4,652	18,000	+2,000	192	+6
,, Bombay	1	...	25,714	+590	2,84,320	+15,097	79,64,201	+4,03,611	9,900	...	309	+9
Railway	10	−1	14,115	+510	1,72,218	+19,456	50,18,524	+4,20,364	...	−1,000	355	+18
Civil Engineers' Provident Fund	1	...	613	+24	83,726	+13,451	23,02,464	+3,44,841	...	...	3,695	+427
Military	172	−3	13,247	+1,297	48,389	−318	11,63,645	+60,750	...	...	87	−5
Post Office	6,408	−44	5,10,967	+57,514	26,94,093	+2,85,185	7,81,87,727	+75,94,568	3,97,400	+29,200	150	−2
TOTAL	6,594	−48	5,88,477	+59,725	33,90,751	+3,35,682	9,77,48,198	+88,84,479	4,55,500	+30,500	...	...

5. On the 31st March 1893 there were 6,594 Government Savings Banks in India, containing 5,88,477 accounts which earned interest from Government to the amount of ₹33,90,751 and held balances aggregating ₹9,77,48,198 exclusive of Government Securities held on behalf of the depositors to the nominal value of ₹4,55,500.

6. These banks are mainly Post Office Banks, the working of which has already been reported upon by the Director General of the Post Office, and it is necessary here to mention only such details in respect of the other banks as may seem worthy of notice.

7. The Presidency Savings Banks have been practically stationary for some years past, Bombay showing a slight tendency to expansion, and Calcutta and Madras to decline. This feature recurs in the returns of the present year. During the past five years the depositors in these banks as a whole have increased by only about 1 per cent. and their balances have decreased by nearly 5 per cent., while in the same period in the case of the Post Office Banks the depositors have been about doubled and the balances have increased by 55 per cent.

8. The Military Banks which have also declined during the past few years show an increase this year in depositors and in the closing balance. But the variations are not considerable.

9. The balances of the Service Institutions proper are from the nature of the case gradually increasing from year to year. Their balances now aggregate over 73 lakhs.

10. Excluding these last, the Savings Bank balances which are held practically at call amount to about nine crores, and they are yearly increasing by very considerable amounts.

11. My ledgers relating to the Civil Engineers' Provident Fund have been agreed with the accounts kept by the Examiner of Accounts, Military Works, but the Finance and Revenue Accounts are not finally closed and the figures for the year 1892-93 are subject to revision.

Statement I.

Number of Working Banks and of the Depositors therein on the 31st March 1893.

Banks.	Number of Working Banks.		Number of Depositors.		Increase (+) or Decrease (—) in number of Depositors.	Average Number of Depositors per Bank.	
	1892.	1893.	1892.	1893.		1892.	1893.
BANKS OPEN TO THE PUBLIC—							
Presidency Banks—							
Calcutta	1	1	11,062	10,968	—94	...	...
Madras	1	1	2,959	2,843	—116	...	...
Bombay	1	1	25,124	25,714	+590	...	...
Post Office Banks	6,452	6,408	463,453	520,967	+57,514	72	81
TOTAL	6,455	6,411	502,598	560,492	+57,894	...	...
SERVICE INSTITUTIONS—							
State Railway Provident Institutions	11	10	13,605	14,115	+510	1,236	1,411
Civil Engineers' Provident Fund	1	1	599	623	+24	...	...
Military Banks	175	172	11,950	13,247	+1,297	68	77
TOTAL	187	183	26,154	27,985	+1,831	...	...
GRAND TOTAL	6,642	6,594	528,752	588,477	+59,725	...	...

Number of Depositors in the several classes of Banks from 1881-82 to 1892-93.

Banks.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
BANKS OPEN TO THE PUBLIC—												
Presidency Banks—												
Calcutta	11,063	11,850	11,912	12,016	11,546	11,155	10,881	10,931	10,862	11,065	11,062	10,968
Madras	15,187	10,997	10,826	10,267	9,386	3,358	3,152	3,091	2,975	2,901	2,959	2,843
Bombay	42,206	43,145	46,120	48,535	48,428	26,700	25,061	25,230	25,062	25,008	25,124	25,714
Post Office Banks	...	39,121	84,848	122,599	155,009	219,010	261,157	311,001	358,272	408,544	463,453	520,967
District Banks	21,880	21,972	22,661	23,695	10,618	168	...	...	...	...	...	...
TOTAL	90,336	127,085	176,367	217,112	234,987	260,391	300,251	350,253	397,171	447,518	502,598	560,492
SERVICE INSTITUTIONS—												
State Railway Provident Institutions	6,331	6,956	6,625	8,972	11,638	12,168	12,848	14,372	14,598	14 151	13,605	14,115
Civil Engineers' Provident Fund	...	...	...	233	313	380	465	500	532	559	599	623
Military Banks	18,161	13,557	20,447	16,100	15,518	16,151	18,303	18,142	19,504	13,101	11,950	13,247
TOTAL	24,492	20,513	27,072	25,305	27,469	28,699	31,616	33,014	34,634	27,811	26,154	27,985
GRAND TOTAL	114,828	147,598	203,439	242,417	262,456	289,090	331,867	383,267	431,805	475,329	528,752	588,477

Statement II.

Deposits (including Interest), Withdrawals and Balances in the several classes of Savings Banks from 1859-60 to 1892-93 (in thousand of Rupees) as entered in the Finance and Revenue Accounts.

Years.	DEPOSITS.									WITHDRAWALS.										BALANCE.									
	Presidency Banks.			District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.	Presidency Banks.			District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.		Presidency Banks.			District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.	
	Calcutta.	Madras.	Bombay.							Calcutta.	Madras.	Bombay.								Calcutta.	Madras.	Bombay.							
1859-60	8,15	8,75	11,05	...	...	...	...	11,04	38,99	25,11	7.71	11,83	...	...	...	...	15,62	60.27		6,78	13,36	19,18	...	...	...	...	17,72*	57,04*	
1860-61	8,19	7,52	69	...	...	...	...	16,36	32,76	6,40	8,69	3,64	...	...	...	...	12.46	31,19		8,57	12,19	16,23	...	...	...	...	25,3*8*	62,37*	
1861-62	7,00	7 01	5,73	...	...	...	...	13,71	33.45	7,02	6,82	5,27	...	...	...	...	15,80	34.91		8,55	12,38	16,69	...	...	...	...	23,29	60,91	
1862-63	8,26	6,25	2,25	...	...	...	...	15,79	32.55	6,74	5,97	...	...	...	...	...	15.11	27,82		10,07	12,66	18,94	...	...	...	...	23.97	65,64	
1863-64	7,27	4,34	...	...	...	...	...	13,14	24,75	8,09	4,87	93	...	..	...	...	12,29	26,18		9,25	12,13	18,01	...	...	...	...	24,82	64,21	
1864-65	6,85	4,36	7,25	...	...	...	...	15.17	33.63	7,19	4,91	6,59	...	...	...	...	17.54	36,23		8,91	11,58	18,67	...	...	...	...	22,45	61,61	
1865-66	8,21	5,02	9,02	...	..	...	...	15,79	38,04	7,61	4,20	6,36	...	...	...	...	18,10	36,27		9.51	12,40	21.33	...	...	...	...	20,14	63,38	
1866-67	11,20	6,18	14,35	...	...	...	...	12,71	44,44	8,83	4,76	5,84	...	...	...	...	14 35	33,78		11,88	13,82	29,84	...	...	...	...	18,50	74,04	
1867-68	15.58	7,40	13,21	...	...	...	...	18,72	54.91	10,70	5,58	8,12	...	...	...	...	16,33	40,73		16,76	15,64	34,93	...	...	...	...	20,89	88,22	
1868-69	21,92	8,96	14,97	...	...	...	...	18,51	64.36	14,65	6,82	11,51	...	...	...	...	18,47	51,45		24,03	17,78	38,39	...	...	...	...	20,93	1,01,13	
1869-70	22,95	9.58	16,89	...	...	...	...	17,08	66.50	20,40	8,63	12,85	...	...	...	...	17,65	59,53		26,58	18,73	42.43	...	...	...	...	20,36	1,08,10	
1870-71	22,39	9.02	19,79	1,76	...	...	...	14,45	67,41	19,82	8,94	13,96	28	...	...	...	17.51	60,51		29,15	18,81	48,26	1,48	...	...	...	17,30	1,15,00	
1871-72	24,01	10,41	21,74	4,22	...	...	...	14,66	75 04	21,48	8,13	15,21	1,62	...	...	...	13,46	59.90		31,68	21,09	54,79	4,08	...	...	...	18,50	1,30,14	
1872-73	27,61	10 91	28,90	5.95	...	...	...	16,53	89,90	23,28	9,20	16,44	2,60	...	...	...	14,24	65,76		36,01	22,80	67,25	7,43	...	...	...	20,79	1,54,28	
1873-74	25,97	13,07	54,20	7,99	...	...	...	16,50	1,17,73	27,88	12,81	32,38	3,90	...	...	...	14,89	91,86		34,10	23,06	89,07	11,52	...	...	...	22,40	1,80,15	
1874-75	13,30	9 23	22,32	10,33	...	...	...	17,91	73,09	17,43	9,62	22,79	5.51	...	...	...	16,75	72,10		29,97	22,67	88,60	16,34	...	...	...	23,56	1,81,14	
1875-76	12,45	8,69	23,23	10,95	...	...	...	18,43	73,75	14,51	7,92	17,97	6,54	...	...	...	18,39	65,34		27,91	23,43	93,86	20,75	...	...	...	23,60	1,89,55	
1876-77	12,29	8,93	21,87	11,27	...	...	...	17.43	71,79	13,56	8,80	19 70	7,85	...	...	...	17,81	67,72		26,64	23,56	96,03	24,17	...	...	...	23,22	1,93,62	
1877-78	11,48	9.04	19,02	14 98	...	...	...	18,04	72,56	12,55	8,22	23,72	11,44	...	...	...	17,71	73,64		25,57	24.38	91,33	27,71	...	...	...	23,55	1,92,54	
1878-79	10,70	8,90	16,67	13,68	...	...	...	17,84	67,79	11,61	10,39	19,40	9,28	...	...	...	18,41	69,09		24,66	22,89	88,60	32,11	...	...	...	22,98	1,91 24	
1879-80	15,99	10,73	29,38	21,78	...	8	...	21,66	99,62	12,38	8,73	11,27	10,26	...	5	...	19,88	62,57		28,27	24,89	1,06,71	43,63	...	3	...	24,76	2,28,29	
1880-81	24,79	18.70	70,06	59,38	...	3,16	...	28,39	2,04.48	17,74	11,46	21,66	32,66	...	67	...	27,21	1,11,40		35,32	32,13	1,55,11	70 35	...	2,52	...	25.94	3,21,37	
1881-82	20,48	14.62	62,04	39 71	...	4,83	...	22,71	1,64,39	21,06	13,95	53 48	37.44	...	2,28	...	30.28	1,58,49		34,74	32.80	1,63,67	72,62	...	5,07	...	18,37	3.27,27	
1882-83	19,23	10,89	54,21	36,02	44,00	4,53	...	17,35	1,86,23	20,72	14.34	44,12	35.34	16,03	2,42	...	18,89	1,51.86		33,25	29,35	1,73,76	73.30	27,97	7,18	...	16,83	3,61,64	
1883-84	17.16	11,66	55.16	34,00	1,05,45	5.72	...	16,39	2,45.54	20,97	12,79	58,13	34,58	58,42	2,78	...	18,92	2,06,59		29,44	28,22	1,70.79	72,72	75 00	10,12	...	14.30	4,00,59	
1884-85	16,82	11,43	53,41	35,04	1,69.31	10,62	72	11,86	3,09.21	17.50	12,10	49.92	32,45	1,10,07	7,55	...	11,50	2,41,09		28,76	27,55	1,74,28	75.31	1,34,24	13,19	72	14.66	4,68,71	
1885-86	15.73	10,22	49.94	28,13	2,49,86	9.36	2,22	11,76	3.77.22	16,47	11.59	60,12	73.92	1.58,71	4.42	3	12,55	3,37,81		28,02	26,18	1,64,10	29,52	2,25.39	18,13	2.91	13,87	5,08,12	
1886-87	13,05	3,67	28,10	67	4,58,67	13.27	2,33	13.17	5.32,93	14.31	21,77	1,10,73	30,20	2.58,66	12.56	34	12,96	4,61,53		26.76	8,08	81,47	—1	4,25,40	18,84	4,90	14,08	5,79,52	
1887-88	13.77	3,06	26,52	56	3.93.82	9,85	3,43	14.47	4 65,48	12,95	3.27	27.14	55	3,13.75	5.61	37	13,81	3,77,45		27,58	7,87	80,85	...	5,05.47	23,08	7,96	14,74	6,67,55	
1888-89	13.79	3,23	27.94	...	4.53.25	14.07	3,27	15,26	5.31,71	14.39	3,88	26,92	...	3,69.47	5.43	45	16,47	4.37,01		26,98	7,22	8,87	...	5,89,25	32,62	10,78	13.53	7,62.25	
1889-90	7,83	1,82	14.94	...	3.48,91	10,84	3.43	19,85	4,07.62	11,50	3,18	23,37	...	3.51,19	7.39	88	19,18	4,16,69		23.31	5,85	73,44	...	5.86,97	36,07	13,34	14,20	7,53,18	
1890-91	8,08	1.79	15,80	...	2,89.50	11,48	4,00	13.73	3,44 38	7.75	2,37	16,58	...	2,41,80	6,41	1,03	15.40	2,91,34		23,64	5,27	72,66	...	6,34.67	41,14	16,31	12.53	8.06,22	
1891-92	8,55	2,34	17,19	...	3,23.99	11,29	3.94	13,07	3,80,37	7,19	2,10	14,24	...	2,52,73	6,45	68	14,57	2,97,96		25,00	5,51	75,61	...	7,05,93	45,98	19,57	11,03	8,88,63	
1892-93†	*7,87	1,96	18,87	...	4,41,46	13,36	4,22	15.76	5,03.50	7,22	2,01	14.83	...	3,65,52	9,12	78	15,15	4,14.63		25,65	5,46	79.64	...	7,81.88	50,19	23,02	11,64	9,77,48	

* Include balances transferred from the War Office.

† The Finance and Revenue Accounts are not yet closed and these figures are subject to revision.

Statement III.

Classification of Depositors in the Presidency and Post Office Banks, State Railway Provident Institutions, and Civil Engineers' Provident Fund, according to their professions, on the 31st March 1893.

Banks open to the Public.	Class I, Professional. A Having fixed incomes.	Class I, Professional. B Having variable incomes.	Class II. Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.
Presidency Banks	12,873	1,666	2,289	2,365	109	1,472	18,751	39,525
Post Office Banks	1,53,167	39,928	75,219	21,408	6,957	15,087	2.09,201	5,20,967
Service Institutions.								
State Railway Provident Institutions	13,452	61	272	330	...	...	...	14,115
Civil Engineers' Provident Fund	623	...	...	...	...	...	...	623
Military Banks	...	...	13,247	...	...	...	...	13,247
Total 1892 93	1,80,115	41,655	91,027	24,103	7,066	16,559	2,27,952	5,88,477
Total 1891-92	1,72,290	41,871	77,950	22,318	6,761	13,407	1,94,155	5,28,752
Increase in 1892-93	7,825	—216	13,077	1,785	305	3,152	33,797	59,725
Percentage of each class in—								
Presidency Banks	32·6	4·2	5·8	5 9	·2	3·8	47·5	100
Post Office Banks	29·5	7·7	14·4	4·1	1·3	2·9	40·1	100
State Railway Provident Institutions	95·3	·5	1·9	2·3	...	...	..	100
Civil Engineers' Provident Fund	100	...	...	...	...	...	...	100
Military Banks	...	...	100	...	...	...	...	100
All Banks taken together	30·6	7·07	15·5	4·09	1·2	2·8	38 8	100

Statement IV.

Interest earned during 1891-92 and 1892-93 and the Balances held at the close of each year.

	Interest earned in			Balance held at close of			Average Balance in each Bank		Average Balance at credit of each Depositor.	
	1891-92.	1892-93.	Increase (+) or Decrease (—).	1891-92.	1892-93.	Increase (+) or Decrease (—).	1891-92.	1892-93.	1891-92.	1892-93.
BANKS OPEN TO THE PUBLIC—	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
Presidency Banks—										
Calcutta	87,331	89,618	+2,287	24,99,984	25,64,981	+64,997	24,99,984	25,64,981	226	233
Madras	17,863	18,387	+524	5,51,308	5,46,656	—4,652	5,51,308	5,46,656	186	192
Bombay	2,69,223	2,84,320	+15,097	75,60,590	79,64,201	+4,03,611	75,60,590	79,64,201	300	309
TOTAL	3,74,417	3,92,325	+17,908	1,06,11,882	1,10,75,838	+4,63,956	...	...	...	...
Post Office Banks	24,08,908	26,94,093	+2,85,185	7,05,93,159	7,81,87,727	+75,94,568	10,941	12,201	152	150
SERVICE INSTITUTIONS—										
State Railway Provident Institutions	1,52,762	1,72,218	+19,456	45,98,160	50,18,524	+4,20,364	4,17,596	5,01,852	337	355
Civil Engineers' Provident Fund	70,275	83,726	+13,451	19,57,623	23,02,464	+3,44,841	19,57,623	23,02,464	3,268	3,695
Military Banks—										
Bengal	29,155	28,451	—704	6,63,727	7,03,641	+39,914	6,089	6,765	77	73
Madras	10,168	10,401	+233	2,29,061	2,14,140	—14,921	7,389	6,692	114	126
Bombay	9,384	9,537	+153	2,10,107	2,45,864	+35,757	6,003	6,829	149	130
TOTAL	48,707	48,389	—318	11,02,895	11,63,645	+60,750	...	...	...	...
GRAND TOTAL	30,55,069	33,90,751	3,35,682	8,88,63,719*	9,77,48,198	+88,84,479	...	...	...	...

* These figures which agree with the Finance and Revenue Accounts differ from those of last year owing to corrections since made.

Statement V.

Interest earned and Balances held by Native and by European and Eurasian Depositors respectively, as recorded in the Savings Bank Ledgers.

	Native Depositors, including Accounts of Local Institutions.						European and Eurasian Depositors, including Accounts of Local Institutions.					
	Number of Accounts.		Amount of Interest earned.		Balance.		Number of Accounts.		Amount of Interest earned.		Balance.	
	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.
BANKS OPEN TO THE PUBLIC—			₹	₹	₹	₹			₹	₹	₹	₹
Presidency Banks—												
Calcutta	8,111	7,965	56,101	57,873	16,17,269	16,50,456	2,951	3,003	31,230	31,745	8,82,715	9,14,525
Madras	1,946	1,862	9,969	9,500	3,13,249	2,79,667	1,013	981	7,894	8,887	2,38,059	2,66,989
Bombay	19,170	19,643	1,94,748	2,07,731	54,86,974	58,18,564	5,954	6,071	74,475	76,589	20,73,616	21,45,637
Post Office Banks	411,907	466,897	21,00,514	23,55,530	6,17,01,748	6,84,56,043	51,546	54,070	3,08,394	3,38,563	88,91,411	97,31,684
SERVICE INSTITUTIONS—												
State Railway Provident Institution	10,486	11,162	63,234	71,610	19,36,353	21,25,898	3,119	2,953	89,528	1,00,608	26,57,206	28,92,626
Civil Engineers' Provident Fund	59	69	3,920	7,591	63,209	2,15,000	540	554	66,355	76,135	18,94,414	20,87,464
Military Banks—												
Bengal	...	...	...	...	...	...	8,545	9,661	29,155	28,451	6,63,727	7,03,641
Madras	...	...	...	...	...	...	1,998	1,702	10,168	10,401	2,29,061	2,14,140
Bombay	...	...	...	...	...	...	1,407	1,884	9,384	9,537	2,10,107	2,45,864
TOTAL	451,679	507,598	24,28,486	27,09,835	7,11,18,802	7,85,45,628	77,073	80,879	6,26,583	6,80,916	1,77,40,316	1,92,02,570

Statement VI.

Government Promissory Notes purchased, received, and sold or returned on account of Savings Banks' Depositors.

	Notes purchased for Depositors.						Notes received from Depositors.						Notes sold or returned.						Notes remaining in custody of the Comptroller General and the Accountant General, Bombay.						
	1887-88.	1888-89.	1889-90.	1890-91.	1891-92	1892-93.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Banks open to the Public—																									
Presidency Banks—																									
Calcutta	28,900	21,800	24,000	6,400	600	1,500	500	100	...	...	10,000	...	28,900	8,500	28,100	12,500	500	1,200	16,100	16,600	30,000	25,900	19,800	29,900	30,200
Madras	1,000	8,500	16,500	15,000	23,000	(a) 9,000	...	...	...	...	...	...	...	...	13,000	28,000	7,000	(a) 7,000	...	1,000	9,500	13,000	...	16,000	(a) 18,000
Bombay	12,300	3,800	8,500	3,300	1,000	3,500	2,000	500	14,900	...	...	...	13,500	4,000	14,000	3,300	6,000	3,500	18,300	19,100	19,400	28,800	28,800	(c) 9,900	(b) 9,900
Post Office Banks	333,300	355,000	526,800	226,200	108,900	262,100	14,400	14,300	10,900	16,200	13,400	8,300	319,800	371,500	502,700	315,300	120,700	241,200	378,800	406,700	404,500	439,500	366,600	368,200	397,400
Service Institutions—																									
State Railway Provident Institutions	19,200	9,000	20,200	200	...	...	...	...	...	...	...	...	11,000	3,400	21,700	15,700	...	1,000	4,200	12,400	18,000	16,500	1,000	1,000	...
Total	394,700	398,100	596,000	251,100	133,500	276,100	16,900	14,900	25,800	16,200	23,400	8,300	373,200	387,400	579,500	374,800	134,200	253,900	417,400	455,800	481,400	523,700	416,200	425,000	455,500

(a) Non-transferable Treasury Notes on account of Regimental Cart Funds. (b) In custody of Accountant General, Bombay. (c) ₹13,900 included in last year's Report owing to an error since corrected.

Statement VII.

Particulars by Provinces of Presidency and Post Office Savings Banks combined on the 31st March 1893.

	Classification of Depositors.								Interest earned in		Balance held at close of	
	Class I, Professional.											
	A Having fixed Incomes.	B Having variable Incomes.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.	1891-92.	1892-93.	1891-92.	1892-93.
									₹	₹	₹	₹
India	6,729	1,368	5,464	814	39	965	8,316	23,695	1,41,831	1,57,882	41,98,727	46,43,370
Central Provinces	4,601	727	2,053	306	62	359	4,502	12,610	58,184	66,176	17,00,210	19,07,000
Burma	4,238	607	10,142	763	37	1,123	3,820	20,730	68,675	81,711	24,61,579	26,19,058
Assam	3,503	959	2,031	260	121	266	3,692	10,832	53,353	57,581	16,02,113	16,68,437
Bengal	48,836	15,465	14,196	5,543	3,186	3,558	77,126	167,910	6,72,694	7,45,998	1,97,97,468	2,18,21,805
North-Western Provinces and Oudh	17,422	5,106	12,398	1,643	552	1,011	18,526	56,658	2,60,595	2,86,570	75,40,875	83,41,904
Punjab	11,367	2,460	8,362	1,053	187	941	11,568	35,938	2,13,922	2,34,149	62,62,584	67,90,991
Berar	2,049	333	585	156	87	123	1,974	5,307	27,177	27,127	7,62,480	8,09,930
Madras	28,747	6,624	9,545	5,661	1,980	3,087	29,040	84,684	2,45,063	2,72,518	72,87,377	78,43,408
Bombay	38,548	7,945	12,732	7,574	815	5,126	69,389	142,129	10,42,617	11,57,691	2,95,91,628	3,28,15,190
Total	166,040	41,594	77,508	23,773	7,066	16,559	227,953	560,493	27,84,111	30,87,403	8,12,05,041	8,92,61,093

ORDERED, that the Report and the Statements be published in the *Gazette of India* for general information.

J. F. FINLAY,
Secretary to the Government of India

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SUPPLEMENT TO

The Gazette of India.

No. 4. CALCUTTA, SATURDAY, JANUARY 27, 1894.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, January 13th, 1894.

For the first three days of the week under review the weather was fine and settled throughout the whole Indian region, but on the morning of January 10th a large shallow depression entered North-West India from the westward and conditions became unsettled over the Punjab. Showers fell at several stations on and near the Hills, but the storm was at no time serious and the unsettled weather was confined to a small part of the country. Except in North-West India the general weather was fine, but quite at the close of the week, slightly disturbed weather appeared over the south-west of the Bay and rain fell along the South Carnatic Coast. The mean temperature was generally below the normal, but the departures from the average on each day were small.

The chart of the 7th showed that pressure was decreasing briskly along the foot of the North-West Himalayas, but that elsewhere the changes were small. Pressure was highest over North-West India and thence decreased south-eastward, and was lowest over the south of the Bay. The winds blew from the normal directions and the weather was fine, except at Wellington and Rajahmundry where light showers had fallen. On the 8th the barometer was falling in most parts of the country, but the general distribution was not much changed and remained fairly normal. The winds also continued to blow from the usual directions and there was no rain in any part of the country. On the 9th the barometric changes were generally unimportant, and the general dis-

tribution was little changed, but at Chaman and in Sind the barometric fall had been brisk, and the high pressure area which previously occupied North-West India had commenced an easterly advance towards the Central Provinces. The winds were becoming variable over North-West India, but otherwise the directions were unchanged. There was again no rain reported. On the 10th a large shallow depression entered Sind, and the barometer fell over Sind and the Punjab with very cloudy weather and irregularly cyclonic winds. Rain was falling at Quetta, Chaman and Cherat. In other parts of India the weather was fair with a rising barometer and fairly normal winds. The chart of the 11th showed that the depression had advanced eastward to Western Rajputana and had become even shallower than on the preceding day. The influence of the depression was, however, more widely felt, and rain was reported from Srinagar, Murree, Simla, Rawalpindi, Sialkote, Montgomery and Lahore. At Rawalpindi the fall exceeded 2 inches. As on the previous day, the winds, weather, etc., in other parts of India were fairly normal and quiet. On the morning of Friday the 12th, pressure was giving way almost everywhere. The depression over the western desert though still traceable had become exceedingly slight and exercised practically no influence on the weather. Snow showers were reported from the stations on the North-West Himalayas and rain showers from the foot of the Hills and from one or two places in the Carnatic. On the 13th the distribution of pressure was very similar to that existing at the commencement of the week, pressure being highest over the Punjab, and lowest over the south of the Bay. Over a large part of Northern and Central India readings were very uniform. The winds were about normal. Unsettled conditions and showers of rain were reported from the Carnatic and Ceylon and from the east of the Punjab. Negapatam had received over 3 and Cuddalore over 1 inch. In North-West India the amounts were very small.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different Provinces of India :—

Province.	January, 1894.							Mean variation of week.
	7th.	8th.	9th.	10th.	11th.	12th.	13th.	
	°		°	°	°	°	°	°
Burma	−0·5	−2·9	−0·9	+0·5	+1·5	+0·9	−0·8	−0·3
Bengal and Assam . .	−2·0	−3·6	−1·7	−1·9	−0·8	−0·7	−0·3	−1·6
North-Western Provinces and Oudh.	−3·6	−2·3	−2·1	−1·4	0	+1·1	+1·8	−0·9
Punjab	−2·7	−1·0	−0·8	+1·2	+0·6	+0·6	−0·4	−0·4
Bombay	+1·1	+1·6	+0·1	−0·4	−0·2	−0·1	+0·1	+0·3
Central Provinces and Berar	−0·7	−4·4	−3·8	−4·1	−4·2	−4·6	−2·3	−3·4
Central India and Guzerat .	−5·2	−4·3	−0·4	−0·8	+0·2	+0·9	+1·3	−1·2
Sind and Rajputana . .	−4·1	−1·1	+0·6	+2·8	+4·4	+3·3	+1·4	+1·0
Madras	+1·1	+1·1	+0·6	+0·1	−1·2	−0·9	−0·5	0
	°	°	°	°	°	°	°	°
Mean for whole of India	−1·8	−1·9	−0·9	−0·4	0	+0·1	0	−0·7

From the above it will be seen that during the first four days of the week the mean temperature of the whole country was low, while on the remaining three days it was about normal. The provincial variations show that over the

Central Provinces the temperature throughout was considerably below the normal average, but that in all other places the variations from the normal were small.

Rain.—Unlike last week the period under discussion has been one of light and restricted rainfall. No depression has entered India at all comparable with the disturbance which affected the weather during the preceding week. The storm which crossed the Indus Valley in the middle of the week was shallow and its influence was confined to North-West India, so that while Sind and the Punjab had fairly general light rain, the weather in other parts of the North-West India was fair to cloudy. Outside North-West India any rain which fell was light and scattered and due to local causes. Rain of this character was reported from parts of the Central Provinces and of the Peninsula, but in north-east India even this light scattered rainfall was wanting, and over the whole of Burma, of Assam, of Bengal and of the North-Western Provinces no rain whatever was received. The rainfall table at the close of the summary shows that of the fifty-two rainfall divisions only eleven had any rain, and of these eleven divisions only four had an average actual fall per division of more than one-tenth of an inch of rain. The heaviest average actual rainfall for the week was reported from the East Coast (south) which division had a fall of 0·45″. This was followed by 0·32″ in the Hill districts of the Punjab and by 0·30″ in the north-west of the Punjab. In the remaining divisions the falls were unimportant. In South-Central Madras there was a trifling excess of the actual over the normal rainfall of the week, but in all other divisions there was a deficiency. The anticipated rainfall for the present week, except in North-West India where it is moderate, is small, and the practical or absolute absence of rain is hence generally unimportant.

The total rainfall from the beginning of the year up to the present time is in considerable excess of the normal over North-West India and over the east of the Peninsula, but is in defect elsewhere.

The only heavy total recorded during the week was 3·57 inches at Negapatam.

Province.	Division.	Rainfall data for week ending January 13th, 1894.			Rainfall data from December 31st to January 13th, 1894.		
		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, December 31st to January 13th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0	0
	Lower Burma	0	0·02	—0·02	0	0·06	—100
	Central ditto	0	0	0	0	0·01	—100
	Upper ditto	0	P	P	0	P	P
	Arakan	0	0	0	0	0·02	—100
Bengal and Assam	Eastern Bengal	0·	0·09	—0·09	0	0·23	—100
	Assam (Surma)	0	0·19	—0·19	0	0·35	—100
	Ditto (Brahmaputra)	0	0·19	—0·19	0·02	0·34	— 94
	Deltaic Bengal	0	0·09	—0·09	0	0·21	—100
	Central ditto	0	0·11	—0·11	0	0·17	—100
	North ditto	0	0·09	—0·09	0	0·11	—100
	Orissa	0	0·06	—0·06	0·01	0·09	— 89
	Chota Nagpur	0	0·15	—0·15	0	0·24	—100
	Bihar (South)	0	0·16	—0·16	0	0·21	—100
	Ditto (North)	0	0·13	—0·13	0	0·19	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·22	—0·22	0·03	0·26	— 89
	North-Western Provinces (Submontane) (a).	0	0·15	—0·15	0	0·21	—100
	Oudh (South)	0	0·21	—0·21	0·24	0·27	— 11
	Ditto (North)	0	0·17	—0·17	0·06	0·20	— 70
	North-Western Provinces (Central).	0	0·18	—0·18	0·61	0·26	+135
	North-Western Provinces (West).	0	0·11	—0·11	0·73	0·18	+306
	North-Western Provinces (Submontane) (a).	0	0·27	—0·27	0·43	0·45	— 4
Punjab	Punjab (South)	0·63	0·20	—0·17	1·79	0·25	+616
	Ditto (Central)	0·21	0·21	+0·19	1·14	0·29	+293
	Ditto (Submontane)	0·12	0·39	—0·27	1·70	0·56	+204
	Ditto (Hill Districts)	0·31	0·76	—0·38	2·44	1·01	+142
	Ditto (North-West)	0·39	0·49	—0·10	3·30	0·62	+432
	Ditto (West)	0·03	0·08	—0·05	0·50	0·15	+233
Bombay and Malabar Coast Districts (Madras).	Malabar	0	0·10	—0·10	0·06	0·19	— 68
	Madras (South Central)	0·06	0·03	+0·03	0·17	0·15	+ 13
	Coorg	0	0·06	—0·06	0	0·15	—100
	Mysore	0	0·01	—0·01	0	0·04	—100
	Konkan	0	0·01	—0·01	0·01	0·04	— 75
	Bombay, Deccan	0	0	0	0·01	0·04	— 75
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·01	—0·01	0·02	0·06	— 67
Central Provinces and Berar.	Berar	0	0·14	—0·14	0·11	0·31	— 65
	Central Provinces (West)	0	0·02	—0·02	0·08	0·10	— 20
	Ditto ditto (Central)	0·03	0·10	—0·07	0·26	0·17	+ 53
	Ditto ditto (East)	0	0·08	—0·08	0·03	0·14	— 79
Bombay (North)	Guzerat	0	0·01	—0·01	0·02	0·01	+100
	Kattywar	0	0	0	0·01	0	0
	Sind	0·04	0·17	—0·13	0·29	0·19	+ 53
Rajputana and Central India.	Central India (East)	0	0·11	—0·11	0·22	0·14	+ 57
	Rajputana (East), Central India (West).	0	0·07	—0·07	0·59	0·08	+638
	Rajputana (West)	0	0·12	—0·12	0·70	0·15	+367
Madras	East Coast (North)	0	0·03	—0·03	0·18	0·06	+200
	Ditto (ditto) (a)	0	0·01	—0·01	0·15	0·07	+114
	Hyderabad (South)	0	0·03	—0·03	0·06	0·06	0
	Madras (Central)	0	0	0	0·04	0·01	+300
	East Coast (Central)	0·05	0·01	+0·04	0·65	0·09	+622
	Ditto (South)	0·45	0·07	+0·38	0·77	0·30	+157
	Madras (South)	0	0·15	—0·15	0·03	0·35	— 91

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

Simla, the 18th January, 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 20th January.*—Rainfall light in Tanjore, scattered showers in South Arcot, Coimbatore, Nilgiris and Malabar. Sowings continue in places. Standing crops generally good. Harvests continue with fair to average outturn. Pasture and fodder sufficient. Agricultural stock generally in good condition. Prices have generally fallen slightly.

Bombay.—*For week ending 24th January.*—Slight rain throughout Sind. Standing crops suffering from want of rain or damaged by winds, blight or rats in parts of three districts; prospects otherwise good. Sowing of late crops progressing in two, and reaping of early or late crops in six, districts. Lands being prepared for next season in three districts. Cotton-picking continues in four districts. Agricultural stock good, and fodder sufficient except in one district. Prices steady except in two districts.

Bengal.—*For week ending 20th January.*—There was no rain during the week, with the exception of a few light showers in Gaya and Shahabad on the 20th instant. The winter rice harvest is practically over. Reports of the outturn are, as before, satisfactory. Spring crops are doing well, but a little rain would be beneficial. Prospects of poppy continue favourable. In Monghyr some damage to the spring crops and poppy has been done by insects. The harvesting of sugarcane, potatoes and the earlier spring crops is in progress. The price of common rice was almost stationary during the week. Cattle are generally reported to be in good condition, and fodder and water-supplies are sufficient. The numbers on relief works and in receipt of gratuitous relief during the week were—FARIDPUR (MADARIPUR SUB-DIVISION)—*Relief works*, 432 men, against 1,250 men in the previous week. *Gratuitous relief*, 28 men, 187 women and 119 children, total 334, against 145 in the previous week; BACKERGUNGE (SADAR AND PIROJPUR SUB-DIVISIONS)—*Gratuitous relief*, 103 men, 554 women and 821 children, total 1,478, against 1,202 in the previous week.

North-Western Provinces and Oudh.—*For week ending 24th January.*—Weather cold and cloudy. Rain has fallen in nearly every district and has been beneficial to the crops. Poppy doing well. Irrigation and sugarcane-pressing continue. Spring crops are flourishing in all districts, except in Jhansi where they are beginning to suffer from rust. Prospects favourable. Supplies and fodder sufficient. Prices stationary.

Punjab.—*For week ending 24th January.*—Rain has fallen all over the province. Harvesting of autumn crops over. Standing crops have much benefited by rain and are flourishing. Prospects are said to be excellent. The crops are reported to have been injured by field rats in parts of Lahore. Cattle are generally in good condition, and fodder is sufficient throughout the province.

Poppy crops in good condition. Prices rising in one district, falling in another; stationary elsewhere.

Central Provinces.—*For week ending 24th January.*— Weather generally cloudy and cool. Rain wanted for the winter crops in Bilaspur; the damage caused to the winter crops by rust is extending. Harvesting of the linseed crop has commenced in one district. Prices steady.

Burma.—*For week ending 20th January.*—No rain has fallen. Reaping and threshing still continue in Lower Burma. Crop prospects unchanged. In Upper Burma reaping and threshing of wet-weather paddy is progressing. Ploughing and sowing of dry-weather crop also in progress. Sesamum and *jowar* (*Sorghum vulgare*) being reaped in Lower Chindwin and Myingyan. Except for slight damage caused by insects in Yamethin and Myingyan the standing crops are in good condition, and prospects generally good. Fodder and water sufficient. In Lower Burma the price of rice has fallen considerably in Amherst and slightly in Pegu and Prome, while it has risen slightly in Thongwa; elsewhere prices are stationary. In Upper Burma the price has fallen in two districts; elsewhere variations are slight.

Assam.—*For week ending 23rd January.*—Weather seasonable. Crop prospects good. Condition of cattle normal. Fodder scarce in places. Water sufficient.

Mysore and Coorg.—*For week ending 24th January.*—MYSORE: Standing crops in good condition and prospects favourable. Harvesting continues. Rice sown in parts of three districts. Prices stationary.

COORG: Reaping of rice nearly completed. Picking of coffee continues. Water and fodder sufficient for cattle. Slight fall in prices.

Berar and Hyderabad.—*For week ending 24th January.*—BERAR: Weather warm and cloudy in Akola, but cool elsewhere. Cotton-picking and threshing of *jowar* (*Sorghum vulgare*) not yet over. Preparation of land for the ensuing crop has commenced in Basim. Weeding operations still progressing in Akola. Supply of water ample. Fodder reported insufficient in Akola. Cattle generally healthy. Prices almost steady.

HYDERABAD: No rain during the week. Sowing of hot-weather crops continues. Spring crops in good condition. Prices stationary.

Central India.—*For week ending 24th January.*—Rain fell during the week in Gwalior, Bhopal, Bundelkhand and Baghelkhand. The fall seems to have been injurious to the crops in Bhopal. More rain is needed in Gwalior. Agricultural operations at a standstill in Bhopal, but in progress elsewhere. The wheat crop in Bhopal is slightly damaged by blight. Crops in Baghelkhand and Goona slightly damaged by rain and insects. The condition of agricultural stock in parts of Gwalior is indifferent, but is fairly good in other parts of Central India. Opium generally in good condition. Prices of food-grains low in Bhopal, falling in Western Malwa, rising in Goona and steady in other parts.

Rajputana.—*For week ending 24th January.*—Rainfall moderate in parts. Agricultural operations, standing crops, and cattle, satisfactory. Prospects generally good. Pasturage or fodder sufficient, except in one tehsil of Kotah where fodder is insufficient. Prices falling in three States, risen in two, and steady elsewhere.

Kashmir.—*For week ending 23rd January.*—Snow and rain during the week. Prices favourable.

Nepal.—*For week ending 20th January.*—Weather slightly cloudy. Prospects good.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 14TH JANUARY 1893, AND FROM 1ST TO 13TH JANUARY 1894.

N.B.—As regards the figures in column *Total Receipts from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	First 14 days of January 1893.			First 13 days of January 1894.			Earnings from 1st to 14th January 1893.	Earnings from 1st to 13th January 1894.	Increases during the 1st-half of 1894.	Decreases during the 1st-half of 1894.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.				
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	619	1,634	18,43,137	1,128	1,634	20,18,324	1,235	18,43,137	20,18,324	1,75,187	...
Bengal-Nágpur	180	831	2,54,274	306	863	2,41,441	280	2,54,274	2,41,441	...	12,833
Indian Midland	145	752	2,03,604	271	752	2,14,610	285	2,03,604	2,14,610	11,006	...
Bezwada Extension	96	21	4,283	204	21	2,710	129	4,283	2,710	...	1,573
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,674	8,64,649	517	1,699	8,82,120	519	8,64,649	8,82,120	17,471	...
South Indian	157	1,043	3,09,270	297	1,043	2,18,221	209	3,09,270	2,18,221	...	91,049
Southern Mahratta (*b*)	109	1,107	1,94,873	176	1,163	1,80,884	156	1,94,873	1,80,884	...	13,989
Bengal and North-Western (*c*)	162	756	2,04,075	270	756	1,85,510	245	2,04,075	1,85,510	...	18,565
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	215	28,853	134	223	30,637	137	28,853	30,637	1,784	...
Pálanpur-Deesa	...	...	...	...	16	1,890	118	...	1,890	1,890	...
TOTAL	272	8,033	39,07,018	486	8,170	39,76,347	487	39,07,018	39,76,347	69,329	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,511	10,92,588	435	2,509	11,86,352	473	10,92,588	11,86,352	93,764	...
Oudh and Rohilkhand (state)	272	692	3,10,088	448	740	3,10,674	428	3,10,088	3,10,674	6,586	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	3,83,923	494	813	4,70,060	578	3,83,923	4,70,060	86,137	...
Bengal Central (*e*)	120	125	27,055	221	125	28,040	224	27,055	28,040	985	...
East Coast (state)	55	...	...	...	266	28,941	109	...	28,941	28,941	...
Metre gauge—											
Burma (state)	224	715	3,11,348	435	730	2,15,728	296	3,11,348	2,15,728	...	95,620
Special gauges—											
Jorhát (state provincial)	46	28	1,932	69	28	1,950	70	1,932	1,950	18	...
Cherra-Companyganj (state provincial)	58	8	1,078	135	8	744	93	1,078	744	...	334
TOTAL	231	4,856	21,28,612	438	5,219	22,48,489	431	21,28,612	22,48,489	1,19,877	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	610	1,490	15,44,562	1,037	1,490	17,45,374	1,771	15,44,562	17,45,374	2,00,812	...
Bombay, Baroda and Central India	765	461	5,52,540	1,199	461	5,15,000	1,117	5,52,540	5,15,000	...	37,540
Madras	242	840	3,77,886	450	840	3,31,199	394	3,77,886	3,31,199	...	46,687
TOTAL	525	2,791	24,74,988	887	2,791	25,91,573	929	24,74,988	25,91,573	1,16,585	...
TOTAL (GUARANTEED AND STATE)	304	15,680	85,10,618	543	16,180	88,16,409	545	85,10,618	88,10,409	3,05,791	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	162	39,354	243	161	37,854	235	39,354	37,854	...	1,500
Tarkessur	277	22	10,305	468	22	9,714	442	10,305	9,714	...	591
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	9,798	146	67	16,273	243	9,798	16,273	6,475	...
Dibru-Sadiya	126	78	17,974	230	78	19,534	250	17,974	19,534	1,500	...
TOTAL	142	329	77,431	235	328	83,375	254	77,431	83,375	5,944	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	1,01,470	305	333	83,332	250	1,01,470	83,332	...	18,138
The Gaekwar's Petlád	103	13	2,253	173	13	1,920	148	2,253	1,920	...	333
Rájpura-Bhátinda	124	108	20,360	189	108	17,736	164	20,360	17,730	...	2,606
Metre gauge—											
Southern Mahratta (Mysore section) (*g*)	104	331	58,910	178	362	58,859	163	58,910	58,859	...	51
The Gaekwar's Mehsána	80	93	9,951	107	93	14,750	159	9,951	14,750	4,799	...
Kolhapur	83	29	3,989	138	29	3,281	113	3,989	3,281	...	708
Special gauge—											
The Gaekwar's Dabhoi	82	72	9,583	133	72	8,540	119	9,583	8,540	...	1,043
TOTAL	125	979	2,06,516	211	1,010	1,88,418	187	2,06,516	1,88,418	...	18,098
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	58,822	176	334	63,850	191	58,822	63,850	5,028	...
Jetalsar-Rájkot	24	...	...	...	46	4,337	94	...	4,337	4,337	...
Jodhpur-Bickaneer	53	291	31,584	109	364	40,700	112	31,584	40,700	9,116	...
Special gauge—											
Morvi	70	94	10,274	109	94	10,901	116	10,274	10,901	627	...
TOTAL	93	719	1,00,680	140	838	1,19,788	143	1,00,680	1,19,788	19,108	...
GRAND TOTAL	282	17,707	88,95,245	502	18,356	92,07,990	502	88,95,245	92,07,990	3,12,745	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways
(*g*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.

CALCUTTA,
The 26th January, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXXIX OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1893* audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	First 14 days of January 1893.			First 13 days of January 1894.			Earnings from 1st April 1892 to 14th January 1893.	Earnings from 1st April 1893 to 13th January 1894.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.				
State lines worked by Companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	580	1,634	18,43,137	1,128	1,634	20,18,324	1,235	3,79,86,048	3,88,38,166	8,52,118	...
Bengal-Nágpur	140	831	2,54,274	306	863	2,41,441	280	42,51,745	45,53,414	3,01,669	...
Indian Midland	129	752	2,03,604	271	752	2,14,610	285	37,93,118	38,07,286	14,168	...
Bezvada Extension	80	21	4,283	204	21	2,710	129	70,245	78,445	2,199	...
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,674	8,64,649	517	1,699	8,82,120	519	1,69,25,673	1,70,38,327	1,12,654	...
South Indian	139	1,043	3,09,270	297	1,043	2,18,221	209	61,97,39.	62,52,017	54,626	...
Southern Mahratta (*b*)	87	1,107	1,94,873	176	1,163	1,80,884	156	35,24,237	46,07,284	10,82,997	...
Bengal and North-Western (*c*)	137	756	2,04,075	270	756	1,85,510	245	40,42,390	39,54,223	...	88,167
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	215	28,853	134	223	30,637	137	5,14,928	5,41,862	26,934	...
Pálanpur-Deesa	...	...	...	...	16	1,890	118	...	(*d*)8,143	8,143	...
TOTAL	243	8,033	39,07,018	486	8,170	39,76,347	487	7,73,11,820	7,96,79,167	23,67,341	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,511	10,92,588	435	2,509	11,86,352	473	1,96,38,760	2,30,61,889	34,23,129	...
Oudh and Rokilkhand (state)	235	692	3,10,088	448	740	3,10,674	428	64,34,442	66,36,749	2,02,307	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	3,83,923	494	813	4,70,060	578	95,88,906	99,71,439	3,82,533	...
Bengal Central (*f*)	120	125	27,055	221	125	28,040	224	6,04,434	6,07,109	2,675	...
East Coast (state)	...	...	...	...	266	28,941	109	...	4,61,418	4,61,418	...
Metre gauge—											
Burma (state)	194	715	3,11,348	435	730	2,15,728	296	50,49,608	44,16,880	...	6,32,728
Special gauges—											
Jorhát (state provincial)	46	28	1,932	69	28	1,950	70	55,.56	58,408	3,252	...
Cherra-Companyganj (state provincial)	47	8	1,078	135	8	744	93	14,377	17,194	2,817	...
TOTAL	217	4,856	21,28,012	438	5,219	22,48,489	431	4,13,85,683	4,52,31,086	38,45,403	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	15,44,562	1,037	1,490	17,45,374	1,171	2,97,61,258	2,87,95,275	...	9,66,083
Bombay, Baroda and Central India	605	461	5,52,540	1,199	461	5,15,000	1,117	1,09,81,327	1,14,27,715	4,46,388	...
Madras	220	840	3,77,886	450	840	3,31,199	394	75,97,744	81,62,947	5,65,203	...
TOTAL	442	2,791	24,74,988	887	2,791	25,91,573	929	4,83,40,429	4,83,85,937	45,508	...
TOTAL (GUARANTEED AND STATE)	271	15,680	85,10,618	543	16,180	88,16,409	545	16,70,37,938	17,32,96,190	62,58,252	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	162	39,354	243	161	37,854	235	8,65,807	9,73,164	1,07,357	...
Tárkessur	252	22	10,305	408	22	9,714	442	2,21,080	2,15,711	...	5,369
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	9,798	146	67	16,273	243	3,47,910	3,68,160	20,220	...
Dibru-Sadiya	123	78	17,974	230	78	19,534	250	3,93.530	4,10,275	16,745	...
TOTAL	135	329	77,431	235	328	83,375	254	18,28,357	19,67,310	1,38,953	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	1,01,470	305	333	83,332	250	20,46,901	20,92,207	45,306	...
The Gaekwar's Petlád	96	13	2,253	173	13	1,920	148	49,169	46,943	...	2,226
Rajpura-Bhatinda	92	108	2,.,300	189	108	17,736	164	4,08,982	4,87,578	78,596	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	58,910	178	362	58,859	163	11,59,586	13.81,692	2,22,106	...
The Gaekwar's Mehsána	59	93	9,951	107	93	14,750	159	2,01,762	2,53,906	52,144	...
Kolhápur	67	29	3,989	138	29	3,281	113	72,978	89,699	16,721	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	9,583	133	72	8,540	119	1,90,447	1,85,544	...	4,903
TOTAL	107	979	2,06,516	211	1,010	1,88,418	187	41,29 825	45,37.569	4,07,744	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	58,822	176	334	63,850	191	12,58,122	15,16,159	2,58,037	...
Jetalsar-Rajkot	...	...	...	...	46	4,337	94	...	(*k*) 1,04,139	1,04,139	...
Jodhpur-Bickaneer	60	291	31,584	109	364	40,700	112	7,12,077	6,91.553	...	20,524
Special gauge—											
Morvi	65	94	10,274	109	94	10,901	116	2,47,695	2,55,838	8,143	...
TOTAL	80	719	1,00,680	140	838	1,19,788	143	22,17,894	25,67,689	3,49,795	...
GRAND TOTAL	251	17,707	88,95,245	502	18,356	92,07,990	502	17,52,14,014	18,23,68,758	71,54 744	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total receipts from 8th November 1893 to 13th January 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*h*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.
(*k*) Total receipts from 12th April 1893 to 13th January 1894.

F. B. HEBBERT,
Under Secretary.

CALCUTTA,
The 26th January, 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGICULTURE.

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 November 1893, and from 1st January to 30th November 1893, compared with the corresponding periods of the years 1891 and 1892.

Articles and whence exported.	Total of month.									Total from January 1st, including total of month.									Articles and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.			
	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	
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
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									**COTTON, RAW—**
Madras	...	...	...	6	...	1,431	...	...	...	6	...	1,431	...	...	...	20,530	17,602	1,69,967	...	...	...	20,530	17,602	1,69,967	Madras
Bombay	...	...	...	29,169	76,311	67,041	...	...	...	29,169	76,311	67,041	...	6	...	34,75,153	38,27,537	34,60,220	...	...	...	34,75,153	38,27,537	34,60,220	Bombay.
Sindh	...	...	...	...	...	...	7,806	1,054	8,162	7,806	1,054	8,162	...	...	19	3,37,289	2,09,492	1,63,879	3,37,289*	2,09,492	1,63,879	3,37,289	2,09,492	1,63,879	Sindh.
Bengal	2,692	4,504	2,939	...	5	...	...	...	...	2,692	4,509	2,939	...	...	...	46,975	91,800	95,729	...	...	...	46,975	91,800	95,729	Bengal.
N.-W. P. & O.	6,347	15,836	38,473	2,022	38,058	55,261	...	...	...	8,369	53,894	93,734	46,957	91,845	95,710	6,63,273	4,78,915	4,49,661	...	...	...	6,63,273	4,78,915	4,49,661	N.-W. P. & O.
Punjab	...	...	2,539	81	...	1,342	644	2,346	21,629	725	2,346	25,510	2,59,740	2,09,735	1,95,334	1,12,519	92,702	85,502	1	...	...	1,12,519	92,702	85,502	Punjab.
Central Provs.	...	...	...	121	4,110	1,707	...	...	...	121	4,110	1,707	16,742	237	4,44,200	16,66,265	14,73,003	9,94,019	47,782*	15,273	2,17,410	16,66,265	14,73,003	9,94,019	Central Provs.
Berar	...	...	...	3,598	11,140	26,249	...	...	...	3,598	11,140	26,249	5,403	14,241	4,529	3,910	10,285	36,241	...	...	...	3,910	10,285	36,241	Berar.
Assam	101	9	1,574	...	...	...	...	...	...	101	9	1,574	10,451	10,351	2,071	10,94,576	7,40,256	5,90,541	...	...	...	10,94,576	7,40,256	5,90,541	Assam.
Raj. & C. I.	...	...	...	1,262	1,416	5,730	...	...	...	1,262	1,416	5,730	3,910	10,285	36,241	33,658	20,911	28,338	...	...	...	33,658	20,911	28,338	Raj. & C. I.
Nizam's Terry.	...	...	...	330	84	502	...	...	...	330	84	502	31,797	9,051	11,702	12	...	659	...	...	...	12	...	659	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL	9,140	20,349	45,525	36,589	1,31,124	1,59,263	8,450	3,400	29,791	54,179	1,54,873	2,34,579	3,75,012	4,11,745	3,89,806	68,21,164	63,49,397	56,34,185	3,85,072	2,24,765	3,81,289	75,81,248	69,85,907	64,05,280	TOTAL.
WHEAT—																									**WHEAT—**
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Madras.
Bombay	...	...	...	1,18,209	93,877	15,953	...	...	...	1,18,209	93,877	15,953	...	...	...	25,88,513	13,76,162	15,05,947	...	...	...	25,88,518	13,76,162	15,05,947	Bombay.
Sindh	...	...	...	...	...	...	1,74,692	38,873	3,40,969	1,74,692	38,873	3,40,969	5	...	...	...	...	...	45,04,010*	15,32,299	30,46,138	45,04,010	15,32,299	30,46,138	Sindh.
Bengal	1,61,813	1,01,316	9,833	...	...	...	...	...	...	1,61,813	1,01,316	9,833	...	...	...	24	...	...	...	...	...	...	...	...	Bengal.
N.-W. P. & O.	3,71,588	2,14,278	1,24,667	4,90,458	99,337	13,778	...	871	...	8,62,046	3,14,486	1,38,445	27,72,854*	15,05,781	6,92,487	32,12,813	29,51,011	3,32,840	2,812	6,183	556	27,72,858	15,05,782	6,92,487	N.-W. P. & O.
Punjab	6,868	11,564	34,794	3,20,418	50,482	53,092	13,92,747	70,408	3,85,431	17,20,033	1,38,454	4,73,317	41,89,980	48,60,778	24,49,501	22,91,250	11,36,602	4,37,257	98,32,247*	44,36,411	39,17,101	74,05,605	78,23,972	27,82,897	Punjab.
Central Provs.	...	2,120	1,115	4,81,378	2,12,535	1,84,872	...	...	...	4,81,378	2,14,655	1,85,987	2,34,698	1,20,114	2,05,901	78,57,484	52,64,618	46,55,790	...	...	...	1,23,58,195	56,38,127	45,60,259	Central Provs.
Berar	...	...	...	1,23,256	10,052	...	...	...	...	1,23,256	10,052	...	60,299	19,031	1,87,060	7,30,850	4,51,666	43,198	...	...	...	79,23,783	52,83,649	43,198	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	735	...	...	...	...	...	...	...	...	7,31,585	4,51,666	4,237	Assam.
Raj. & C. I.	...	80	..	81,872	69,403	76,886	...	...	...	81,872	69,483	76,886	367	991	4,237	10,90,984	13,11,617	12,75,176	...	...	...	367	991	4,237	Raj. & C. I.
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...	6,462	15,984	3,869	3,035	2	2,286	...	...	...	10,97,446	13,27,601	12,79,045	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,035	2	2,286	Mysore.
TOTAL	5 40,269	3,29,358	1,70,409	16,15,591	5,48,286	3,44,581	15,67,439	1,10,152	7,26,400	37,23,299	9,87,796	12,41,390	72,71,400	65,28,679	35,43,055	1,77,74,953	1,24,86,679	82,52,494	1,43,39,069	59,74,893	69,63,795	3,93,85,422	2,49,90,251	1,87,59,344	TOTAL.
LINSEED—																									**LINSEED—**
Madras	...	...	...	...	1,527	967	...	...	...	...	1,527	967	...	...	...	1,518	5,559	68,318	...	...	...	1,518	5,559	68,318	Madras.
Bombay	...	...	...	61,983	55,119	40,466	...	...	...	61,983	55,119	40,466	...	...	...	11,20,298	10,59,010	10,76,639	...	...	...	11,20,301	10,59,498	10,76,639	Bombay.
Sindh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	Sindh.
Bengal	2,84,863	1,39,880	1,45,154	...	44	...	...	...	...	2,84,863	1,39,924	1,45,154	3	488	...	...	...	...	...	7	...	...	...	...	Bengal.
N.-W. P. & O.	98,584	43,172	57,375	3,116	2,614	6,378	...	...	...	1,01,700	45,786	63,753	...	...	...	1,161	...	...	...	...	...	54,24,070	26,69,788	44,58,857	N.-W. P. & O.
Punjab	...	...	...	...	...	173	...	...	...	...	...	1,617	54,22,909	26,69,726	44,58,857	3,07,938	1,60,152	2,27,612	...	...	...	32,06,268	27,65,397	23,67,215	Punjab.
Central Provs.	10,077	15,845	7,025	74,688	33,565	58,471	...	...	1,444	84,765	49,410	63,496	28,98,270	26,05,245	21,39,603	876	1,841	1,540	844*	121	13,387	2,017	8,122	21,779	Central Provs.
Berar	...	...	...	49,716	38,789	33,001	...	...	...	49,716	38,789	33,001	297	6,160	6,870	19,59,619	11,58,203	19,32,733	...	...	...	20,91,300	14,62,680	21,41,994	Berar.
Assam	965	...	...	...	...	...	...	...	...	965	...	...	1,31,681	3,04,477	2,09,261	11,29,934	11,21,402	9,03,525	...	...	...	11,29,934	11,21,935	9,03,525	Assam.
Raj. & C. I.	7,682	2,270	5,583	26,588	30,380	30,342	...	...	...	34,270	32,650	35,925	...	533	...	...	...	...	...	...	...	76,107	34,714	14,632	Raj. & C. I.
Nizam's Terry.	...	...	...	12,068	19,023	6,800	...	...	...	12,068	19,023	6,800	76,107	34,714	14,632	10,31,906	9,93,185	10,90,670	...	...	...	12,31,010	11,89,266	12,06,376	Nizam's Terry.
Mysore	...	...	...	...	...	2	...	...	...	...	...	2	1,99,104	1,96,081	1,15,706	5,91,037	4,81,193	3,70,370	...	...	...	5,91,637	4,81,193	3,70,370	Mysore.
TOTAL	4,02,171	2,01,167	2,15,137	2,28,759	1,81,061	1,74,600	...	...	1,444	6,30,930	3,82,228	3,91,181	87,28,371	58,17,424	69,44,929	61,44,947	49,80,610	56,71,492	841	128	13,387	1,48,74,162	1,07,98,162	1,26,29,808	TOTAL.
INDIGO—																									**INDIGO—**
Madras	...	...	...	55	505	36	...	...	...	55	505	36	...	...	...	738	1,625	1,028	...	...	...	738	1,625	1,028	Madras.
Bombay	...	...	...	315	493	651	...	...	...	315	493	651	...	...	...	818	1,703	2,898	...	...	...	818	1,703	2,898	Bombay.
Sindh	...	...	...	...	...	...	...	...	...	153	1,172	476	...	...	...	...	117	21	3,611*	7,137	5,963	3,611	7,254	5,984	Sindh.
Bengal	52,349	13,310	5,808	...	...	...	...	...	...	52,349	13,310	5,808	...	...	...	...	...	...	...	...	...	54,610	21,438	12,117	Bengal.
N.-W. P. & O.	10,876	15,170	29,079	...	38	24	...	...	...	10,876	15,208	29,103	...	...	...	...	...	229	...	...	...	13,141	22,041	31,945	N.-W. P. & O.
Punjab	17	158	12	...	...	...	938	2,046	556	955	2,204	568	54,610	21,438	12,117	86	101	19	4,963*	6,354	4,417	6,103	6,526	4,479	Punjab.
Central Provs.	21	...	...	...	...	...	...	...	...	21	...	...	13,055	21,940	31,716	72	5	2	...	...	...	505	13	48	Central Provs.
Berar	...	...	...	...	...	...	...	...	...	...	...	...	1,068	167	43	484	3	...	...	...	...	...	...	...	Berar.
Assam	...	..	...	...	...	...	...	...	...	...	...	...	21	10	46	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	...	167	269	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	221	866	853	Raj. & C. I.
Nizam's Terry.	...	...	...	...	...	156	...	...	...	...	167	269	...	...	...	221	866	853	...	...	...	162	1	172	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	52	...	156	...	...	...	162	1	273	...	...	...	...	...	...	Mysore.
TOTAL	63,253	28,638	34,899	422	1,203	1,136	1,091	3,218	1,032	64,776	33,059	67,067	68,754	43,555	43,922	2,581	4,421	5,323	8,574	13,491	10,380	79,909	61,467	59,625	TOTAL.

* Includes river traffic for August to November only, the statistics of the trade for the first seven months of 1891 not being available.

N.B.—The indigo figures entered in columns 17 and 20 under Bombay Town and Karachi represent the imports during the months of April to September 1891, the figures for the previous months not being available.

DEPARTMENT OF REVENUE AND AGRICULTURE,

Calcutta, the 24th January 1894.

E. C BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1893.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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 pra (*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.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Tenasserim—																										
Mergui	...	...	...	...	10 10	10 10	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 12	256 12	12 0	13 0
Tavoy	...	...	...	...	11 4	11 4	12 9	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	10 15½	10 15½
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	13 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 6	9 6	11 8	11 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 4	14 4
Bassein	...	...	...	...	12 7	12 10	17 15	15 5	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	10 10	10 6	11 5	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	14 13	14 13	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	7 1½	14 3
Henzada	...	...	...	...	12 7	12 7	12 7	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 14	12 14	14 12	16 7	...	...	...	...	...	...	...	...	10 13	10 13	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	12 10	12 2	14 2	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 0	14 3	14 3
Thayetmyo	20 8	20 8	...	...	11 11	11 11	17 4	14 8	...	...	...	...	...	...	...	...	12 13	13 9	28 3	28 3	8 10	8 10	245 0	245 0	12 14	12 14
Upper Burma—																										
Mandalay	22 0	22 0	...	...	11 8	11 8	12 8	12 0	28 7	26 15	...	...	...	...	...	...	12 5	12 5	28 10	28 10	9 13	9 10	82 0	82 0	14 6	14 6
Bamo	...	...	...	...	7 0	7 0	9 0	9 0	...	...	...	...	...	...	...	...	10 0	9 0	...	...	7 0	6 0	182 0	182 0	9 10	7 8
Pakôkku	...	...	...	...	9 0	9 0	11 0	11 0	30 0	30 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	8 14	8 0	10 11	9 6	...	...	...	...	...	...	...	...	11 0	11 0	34 3	25 10	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	12 10	13 1	13 14	15 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	15 4	16 0
Kyaukpyu	...	...	...	...	7 4	8 7	8 0	9 5	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	15 12	15 12
Akyab	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	250 0	200 0	12 0	12 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 4	7 0	12 4	11 6	...	...	...	...	...	...	...	...	11 6	12 6	...	...	...	...	...	...	8 8	8 4
Cachar	8 0	7 8	...	...	7 12	7 7	10 8	8 8	...	...	...	...	...	...	...	...	12 0	10 0	...	...	...	...	80 0	80 0	8 0	7 8
Khási and Jaintia Hills	6 0	6 0	...	...	4 0	3 13	5 8	5 8	...	...	...	...	...	...	...	...	7 3	7 0	10 0	10 0	...	...	80 0	80 0	4 0	5 0
Garo Hills	...	...	...	...	6 8	6 8	10 0	10 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 4	6 4	11 8	10 0	...	...	...	...	...	...	...	...	12 0	12 8	...	...	13 0	13 0	120 0	120 0	9 0	9 4
Kámrúp	8 8	8 12	...	...	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	11 0	10 8	...	...	...	...	160 0	160 0	9 4	8 0
Darrang	9 0	9 0	...	...	8 0	8 0	11 0	9 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 4	9 8
Nowgong	...	...	...	...	6 8	6 8	10 8	10 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 8	9 0
Sibsagar	...	...	...	...	10 0	10 0	14 0	15 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	80 0	9 0	9 0 0
Lakhimpur	8 0	7 0	...	...	6 8	6 8	12 0	11 0	...	...	...	...	...	...	...	...	14 0	11 0	11 0	10 0	...	...	140 0	140 0	8 0	7 4

Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	9 4	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naga Hills	...	...	...	...	4 0	4 0	5 0	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergange	...	...	...	...	8 8	8 4	9 0 and 11 8	9 0 and 11 7	...	...	...	...	...	...	...	...	13 4	13 6	...	...	...	...	80 0	80 0	9 0	9 0
Noakhali	...	...	...	...	8 0	8 0	13 0	11 0 to 12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	8 0	8 0
Chittagong	11 0	11 0	...	...	8 14	8 14	12 4	12 4	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	80 0	80 0	10 0	10 0
Tippera	10 0	9 12	...	...	9 0	8 4	10 0	10 0	...	...	...	...	...	...	...	...	11 4	11 4	...	...	7 0	6 12	...	...	9 0	8 0
Dacca	12 0	12 0	...	...	8 8	8 8	9 8	9 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	19 0	19 0	140 0	140 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 8	8 0	10 0	9 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	9 12	9 0	11 2	11 0	...	...	...	...	...	...	...	...	12 4	12 0	...	...	10 0	11 8	160 0	160 0	10 0	9 0
24-Parganas	13 8	13 4	17 0	16 0	8 0	7 0	12 8	12 8	16 0	...	...	...	...	...	8 0	8 0	20 0	20 0	16 0	16 0	20 0	20 0	100 0	100 0	10 8	10 8
Midnapore	11 0	11 0	...	...	10 0	10 0	16 4	16 0	...	...	...	...	...	...	...	...	14 8	14 8	...	...	19 0	19 0	200 0	200 0	10 12	10 12
Howrah	...	...	...	...	10 0	9 8	13 4	11 8	...	...	...	...	...	...	...	...	...	...	...	...	12 10	12 0	105 0	105 0	10 0	10 0
Calcutta	12 10	12 10	15 0	15 6	7 5	7 5	9 14	9 14	18 13	19 1	...	...	...	...	9 0	9 0	14 8	14 10	20 0	19 1	18 4	18 0	85 0	85 0	10 13	10 13
Hooghly	14 0	14 0	14 0	14 0	8 8	8 8	10 12	10 12	...	...	...	...	...	...	...	...	15 12	16 0	...	...	10 8	10 8	120 0	120 0	12 12	12 12
Nadia (Krishnagar)	16 14	15 3½	20 0	...	8 0	8 0	12 7	12 8½	...	...	...	...	...	...	...	...	22 0	22 13½	...	...	16 5½	16 5½	128 0	128 0	9 12	9 0
Jessore	10 8	8 0	...	...	8 8	8 8	13 0	12 3	...	...	...	...	...	...	...	...	12 8	13 0	...	...	16 0	20 0	120 0	120 0	10 0	9 2
Faridpur	16 0	16 0	18 0	18 0	7 0	7 0	10 4	10 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	...	120 0	8 0	9 4
Central—																										
Bánkura	15 4	15 4	...	...	10 8	10 0	18 2	17 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	320 0	320 0	10 0	10 2
Burdwan	14 14	14 14	...	...	12 0	11 12	15 0	14 1	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 8	18 8	90 0	90 0	10 0	10 0
Birbhum	10 8	10 8	...	...	12 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	160 0	160 0	11 0	11 0
Murshidabad	14 0	14 0	...	...	10 0	10 0	14 0	13 0	...	...	...	...	...	...	...	...	20 0	19 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Santhal Parganas	12 8	12 8	...	...	11 8	11 8	17 0	18 0	...	...	...	...	...	...	...	...	15 0	15 0	21 0	20 0	22 8	22 8	120 0	120 0	10 0	10 8
Pabna	17 4	15 12	22 8	21 0	6 0	6 0	13 2	12 12	...	...	...	...	...	...	...	...	17 0	17 4	...	...	21 0	22 8	200 0	200 0	9 12	9 12
Bogra	13 8	15 0	...	...	8 4	7 14	15 0	15 12	...	...	...	...	...	...	...	...	13 8	13 2	...	...	...	...	90 0	90 0	8 1	8 10
Rajshahi	16 8	16 8	22 8	24 0	8 4	9 0	12 12	12 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	20 14	21 0	240 0	240 0	9 0	9 9
Malda	17 0	16 0	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	13 0	13 0	16 0	15 0	...	20 0	13 0	12 0	160 0	160 0	9 0	9 0
Northern—																										
Rangpur	14 6	14 0	14 0	14 0	9 0	8 4	11 4	11 8	...	...	...	...	...	...	...	...	18 8	17 0	...	...	11 0	11 0	60 0	52 0	9 0	7 0
Dinajpur	14 6	14 6	11 0	12 8	9 8	9 8	15 8	13 3	...	...	...	...	...	...	...	...	13 0	13 0	...	...	20 0	21 0	160 0	160 0	10 0	9 8
Jalpaiguri	13 0	13 0	13 0	13 0	8 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	12 0	...	...	...	...	13 0	13 0	...	...	12 0	11 0	20 0	20 8	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	8 0	8 0	15 12	15 12	...	...	...	...	...	...	...	...	18 6*	18 6*	...	...	17 2	17 2	80 0	80 0	10 8	11 2
Cuttack	13 2	13 2	...	...	10 8	10 8	15 12	14 7	...	...	...	...	...	...	...	...	19 11*	19 1*	...	...	21 0	21 0	80 0	80 0	10 12	10 12
Balasore	14 0	14 0	10 0	10 0	11 0	11 0	19 0	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 0	10 0	130 0	130 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	13 4	13 4	12 0	16 0	12 0	9 0 to 10 0	16 8 and 17 0	16 8 to 19 8	...	...	...	...	...	...	...	...	16 0	16 0 to 17 0	...	34 0	17 0	18 0	...	...	9 2	9 2
Lohardaga	8 0 to 11 0	8 0 to 11 0	17 0	15 0	13 0	13 0 to 14 0	16 0 to 18 0	18 0 to 20 0	...	...	...	...	35 0	40 0	...	...	14 0	13 0 to 14 0	20 0	20 0	18 8	20 0	160 0	160 0	9 0	9 0
Palamau	14 0	12 6	23 10	...	15 3	10 11	16 5	14 10	...	...	...	...	...	...	...	...	20 4	16 14	2 3 10	18 9	...	...	...	...	8 11½	8 9
Hazaribágh	12 0	12 0 to 13 0	16 0	16 0	8 0	8 0	16 8 to 17 0	12 8 and 17 0	...	...	...	...	24 8 to 25 0	26 0	...	...	16 0	16 0	19 0 to 20 0	18 0	17 0	18 0	240 0	240 0	9 8	8 0

(a) Kalai.

No. stated.

RETAILPRICES FOR THE 1st HALF OF DECEMBER 1893—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts,	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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, cadian pra (*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.
Bihár, south—																										
Monghyr	16 0 to 18 0	16 4 to 18 14	19 0	18 0	12 8	10 8	17 0	16 13	18 0	16 4	...	...	...	...	9 0	15 0	25 0	24 0 to 25 0	22 0	21 0 to 24 0	21 0	21 0 to 23 1	120 0	126 0 to 168 0	9 8	10 0
Gaya	15 0	15 0	20 0	19 8	10 8	9 12	17 8	16 0	20 0	19 8	...	...	22 0	21 0	15 4	15 4	19 0	19 0	20 8	19 0	20 0	19 8	120 0	120 0	10 0	9 12
Patna	17 0 and 18 0	17 0 and 18 0	24 0	24 0	11 0	11 0	21 0	19 0	...	...	...	...	...	28 0	20 0	20 0	30 0	30 0	27 0	27 0	27 0	27 0	130 0	130 0	11 0	11 0
Shahabad	13 8	13 0	20 0	21 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	23 0	21 0	22 0	21 0	20 0	20 0	160 0	160 0	10 0	10 0
Bihár, north—																										
Purnea	16 0	18 0	...	...	10 0	10 0	16 0	18 0	...	..	...	...	...	...	...	...	20 0	20 0	...	...	16 0	20 0	320 0	320 0	9 0	9 0
Bhágalpur	16 6	16 6	20 3	20 3	10 11	10 1	17 8	18 15	...	...	...	...	...	...	...	...	20 3	20 3	25 0	26 8	20 3	20 3	151 8	151 8	10 1	10 0
Darbhanga	14 13	14 4	17 9	16 8	10 0	13 0	17 8	17 8	...	...	...	...	27 8	28 8	13 3	...	24 3	24 0	24 3	24 0	23 0	23 0	176 0	176 0	11 0	11 0
Muzaffarpur	13 8	13 0	18 0	20 0	8 0	8 0	15 0	12 8	...	...	...	...	19 0	20 0	...	...	21 0	20 0	21 0	20 0	21 0	20 0	160 0	160 0	11 0	11 0
Saran	15 0	14 0	18 12	18 8	12 0	12 0	16 0	15 8	...	...	...	...	22 0	22 0	18 0	18 0	24 0	23 14	23 8	23 8	22 8	23 0	200 0	200 0	10 0	9 12
Champaran	13 4	13 0	...	†	8 4	8 8	19 0	19 0	...	...	...	...	24 8	†	...	...	22 8	24 0	22 8	22 8	22 8	22 8	180 0	180 0	10 8	10 4
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	19 0	19 0	8 0	8 0	12 0	12 0	19 0	19 0	20 0	20 0	18 0	17 0	12 0	11 0	20 0	20 0	20 0	20 0	22 0	22 0	80 0	80 0	9 8	10 0
Benares	15 7	15 7	22 6	21 6	10 0	9 14	14 12	13 7	22 4	22 12½	21 5	20 14	...	...	15 11½	15 11	20 10	20 10	21 15	22 4	19 12	20 14	105 0	105 0	9 3	9 3
Ghazipur	14 0	13 8	21 8	21 8	7 8	7 8	11 8	11 8	25 0	25 0	21 0	20 0	...	...	18 0	18 0	20 0	20 0	20 8	20 8	20 0	20 0	160 0	150 0	9 14	9 14
Jaunpur	15 0	15 4	22 0	22 8	7 0	7 0	12 8	13 8	...	...	...	...	24 0	24 0	..	..	22 8	22 8	19 0	22 0	23 0	24 0	170 0	170 0	10 0	10 0
Allahabad	13 10	13 14	20 8	19 8	8 0	10 8	12 0	14 8	24 0	22 0	22 0	22 0	21 0	23 0	18 8	17 0	24 8	24 0	20 0	19 0	20 4	20 8	95 0	102 8	10 4	19 4
Central—																										
Bánda	13 12	13 8	19 0	18 0	7 8	7 8	14 0	12 0	35 0	30 0	24 0	23 0	...	...	...	...	26 0	26 0	...	...	26 0	26 0	180 0	180 0	9 8	9 8
Fatehpur	14 4	14 0	20 0	20 0	7 0	7 0	13 8	15 0	25 0	25 0	23 0	22 0	...	...	...	...	23 0	23 0	...	...	23 0	23 0	160 0	160 0	10 0	10 0
Hamirpur	15 12	14 0	20 8	18 0	7 8	7 8	12 8	12 0	29 12	27 8	25 0	23 8	...	...	...	...	28 8	27 0	...	...	...	...	140 0	140 0	10 0	9 12
Jalaun	15 0	15 0	21 0	21 0	9 0	9 0	10 0	10 0	26 0	23 8	22 0	22 0	...	...	16 0	16 0	25 0	25 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	17 0	17 0	25 8	25 0	7 0	7 0	13 0	13 0	27 0	25 8	25 0	24 0	...	...	19 8	20 0	26 0	26 8	27 0	25 0	24 8	23 0	110 0	110 0	11 8	11 8
Etáwah	16 4	16 12	22 8	22 8	5 0	5 0	14 0	13 0	24 8	25 8	23 8	22 8	24 0	20 0	16 0	16 0	25 8	25 8	24 4	24 4	26 0	27 0	140 0	140 0	11 0	11 0
Farukhabad	15 0	15 0	21 0	21 0	5 4	5 4	6 4	6 4	21 12	21 0	23 8	22 8	...	...	...	...	24 8	22 8	15 0	25 0	23 12	23 12	130 0	130 0	10 0	10 0 8
Mainpuri	17 8	17 8	23 8	22 8	4 8	4 8	10 0	10 0	23 8	23 0	22 8	22 0	...	...	...	...	25 8	25 8	25 8	25 8	25 8	25 8	160 0	160 0	10 4	10 8
Etah	18 8	18 8	25 8	25 8	6 0	5 8	12 0	11 8	24 8	25 8	22 8	21 8	21 8	21 8	10 8	10 8	22 8	22 8	27 8	27 8	15 8	15 8	110 0	110 0	10 0	10 8
Western—																										
Jhánsi	16 12	16 12	20 0	21 0	6 8	6 4	12 12	12 0	24 0	23 0	19 8	20 0	...	...	...	...	22 4	23 8	24 0	24 0	24 8	26 8	160 0	160 0	10 4	10 4
Agra	16 0	15 8	26 0	26 0	5 0	5 0	8 0	8 0	26 0	25 8	22 0	22 0	...	...	10 0	10 0	27 8	27 0	26 0	26 0	16 0	16 0	95 0	95 0	11 0	11 0
Muttra	18 0	17 0	27 0	28 0	7 0	7 0	12 8	12 8	29 0	30 0	22 0	22 0	...	...	8 0	8 0	31 0	31 0	28 0	29 0	27 0	29 0	110 0	120 0	11 0	11 0
Aligarh	19 0	19 0	28 0	26 0	5 8	5 4	9 0	9 0	28 0	27 0	22 0	24 0	...	...	13 0	13 0	32 0	32 0	29 0	28 0	28 0	29 0	155 0	155 0	11 4	11 12
Bulandshahr	19 9	20 2	30 0	27 0	6 0	6 0	10 8	10 4	31 0	32 0	24 0	24 8	...	...	14 0	15 8	30 8	32 8	28 0	29 8	21 0	21 0	120 0	120 0	10 12	10 8
Sub-montane—																										
Ballia	14 8	14 8	21 0	21 0	10 4	9 8	16 0	15 0	22 0	22 0	...	...	24 0	24 0	...	...	22 8	22 0	22 0	22 0	24 0	24 0	115 0	115 0	11 0	11 0
Azamgarh	14 0	15 8	22 2	23 10	8 14	8 14	14 12	17 0	...	...	...	...	...	...	...	...	20 8	22 2	...	...	15 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	13 8	13 8	19 12	21 8	9 0	9 0	17 9	17 1	...	...	...	...	25 3	25 3	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	140 0	140 0	9 2	9 10
Basti	17 8	17 8	19 8	19 8	8 12	8 12	32 0‡	32 0‡	14 0	14 0	...	...	16 0	16 0	10 0	10 0	21 0	20 0	24 0	24 0	25 0	25 0	160 0	160 0	10 0	10 0
Sháhjahánpur	16 12	17 4	28 0	25 0	8 0	8 0	8 4	8 4	...	...	23 0	23 0	...	...	26 0	26 0	23 4	28 4	25 0	26 0	22 8	23 8	120 0	120 0	10 0	10 4
Bareilly	16 12	16 12	25 0	25 0	7 0	10 0	15 0	15 0	25 0	25 0	22 0	21 0	...	...	12 0	12 0	25 0	25 0	25 0	25 0	25 0	25 0	144 0	144 0	10 4	10 4
Pilibhit	14 9	14 12	25 0	25 0	11 4	11 4	16 4	15 0	...	...	18 12	18 12	...	...	...	...	26 8	27 8	27 8	25 0	...	...	130 0	130 0	10 0	10
Bareilly	14 1	15 4	21 4	23 7	5 14	5 14	11 6	12 14	24 6	24 10	21 1	21 1	...	...	11 4	10 0	24 10	24 1	27 6	26 15	20 0	21 1	125 0	125 0	8 3	9 6
Moradabad	16 12	16 4	26 0	26 0	6 4	6 4	12 8	12 8	25 0	25 0	22 0	22 0	...	...	15 0	15 0	26 4	26 0	31 0	31 10	21 0	21 0	100 0	100 0	10 0	10 0
Naini Tal	12 0	12 0	20 0	20 0	4 0	4 0	19 0	8 0	28 12	28 12	20 0	20 0	...	...	25 0	25 0	17 8	17 8	30 0	31 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	11 0	15 4	15 4	10 0	9 8	10 8	10 0	...	...	...	20 0	20 0	22 0	22 0	14 12	14 8	...	...	...	10 0½	10 0½	160 0	160 0	7 8	7 8
Bijnor	18 4	18 9	30 2	30 6	11 4	11 4	12 6	12 10	...	...	21 4	21 6	...	...	...	...	24 12	24 12	...	...	18 0	18 0	135 0	135 0	10 4	10 11
Muzaffarnagar	22 4	20 0	32 13	30 12	5 8	5 8	12 1	11 2	24 6	22 0	23 10	23 0	...	...	6 9½	6 9	27 0	26 6	26 6	26 4	13 3	13 0	132 0	132 0	11 0	11 0
Meerut	18 12	19 0	28 0	26 8	4 8	5 0	12 0	12 0	25 0	25 0	20 0	20 0	10 0	10 0	10 0	10 0	26 12	27 8	25 8	25 8	26 0	26 0	100 0	100 0	10 9	10 12
Saháranpur	20 0	19 0	30 0	28 0	5 0	6 0	10 8	11 0	21 4	25 0	23 6	22 0	30 0	30 0	24 0	20 0	29 0	28 0	26 0	27 0	16 0	16 0	110 0	100 0	10 0	10 0
Dehra Dún	17 8	16 8	25 0	25 0	8 8	8 8	10 8	10 8	20 0	20 0	19 0	18 0	20 0	20 0	20 0	20 0	25 0	25 8	22 0	22 0	...	...	160 0	160 0	9 8	9 8
Garhwál	14 0	14 0	15 0	15 0	7 0	7 0	13 0	13 0	...	...	...	...	22 0	20 0	27 0*	26 0	10 0	10 0	...	...	8 0	8 0	160 0	160 0	5 14	7 0
Oudh—																										
Southern—																										
Partabgarh	15 0	16 4	22 0	22 0	9 0	9 0	15 8	16 8	...	22 0	20 0	21 0	...	...	...	...	20 8	22 0	...	...	14 0	14 0	120 0	140 0	9 12	9 12
Sultanpur	16 0	16 8	20 8	22 8	8 0	8 0	16 0	17 0	19 0	21 0	16 0	12 0	32 0	32 0	18 0	18 0	24 8	22 8	21 0	21 0	21 8	22 8	160 0	160 0	10 0	10 0
Rae-Bareli	17 2	16 12	21 0	20 0	7 0	7 0	16 0	15 0	25 0	22 8	22 0	22 0	26 0	26 0	20 0	20 0	22 8	22 8	20 0	20 0	23 0	23 0	180 0	180 0	10 0	10 0
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	15 0	26 0	24 0	24 0	24 0	...	...	...	...	23 0	23 0	28 0	28 0	16 0	16 0	160 0	160 0	10 0	10 0
Lucknow	17 0	18 0	26 0	29 0	6 0	6 0	15 0	15 0	26 0	25 8	24 0	23 0	...	...	23 8	23 0	28 0	29 8	24 0	27 0	22 8	22 8	110 0	110 0	10 0	10 0
Hardoi	19 0	19 0	26 0	26 0	7 0	7 0	20 0	20 0	30 0	...	28 0	28 0	29 0	...	30 0	...	30 0	30 0	32 0	32 0	16 0	16 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 6	15 10	23 8	23 3	11 5½	11 1	16 5½	16 5½	22 5½	24 0	22 0	...	...	...	15 0	. ...	24 5½	23 9½	23 0	25 3	23 3½	23 2	140 0	140 0	10 8	10 8
Barabanki	16 4	16 8	21 8	21 8	8 0	13 8	14 0	14 0	21 8	22 0	18 8	19 0	24 0	24 0	16 0	16 0	24 8	25 0	23 0	23 0	22 0	22 0	120 0	120 0	11 0	11 0
Gonda	15 8	15 2	18 0	19 0	12 0	12 0	14 0	14 0	20 0	21 0	20 0	20 0	...	...	12 0	12 0	21 3	21 15	26 8	26 13	23 8	23 8	200 0	200 0	10 5	10 4
Bahraich	16 0	16 0	24 0	25 0	10 8	10 8	14 0	13 8	28 0	27 0	21 0	16 0	44 0	41 0	11 0	10 0	25 0	25 0	28 0	28 0	26 0	25 0	160 0	160 0	10 8	10 8
Sítapur	16 0	16 0	28 0	28 0	10 0	10 0	15 0	16 0	26 0	28 0	25 0	26 0	...	...	25 0	25 0	30 0	32 0	27 0	28 0	24 0	25 0	150 0	145 0	10 0	10 0
Kheri	16 0	18 0	...	24 0	8 0	8 0	13 0	13 0	27 0½	36 0	...	...	...	...	...	...	28 0	29 0	...	...	25 0½	25 0	160 0	160 0	9 0	9 4
Rajputana—																										
Eastern—																										
Partábgarh	13 12	15 10	27 8	25 0	7 8	7 8	11 4	10 10	20 0	21 4	15 0	13 12	...	...	...	...	22 8	25 0	20 0	21 4	28 2	25 0	...	...	14 12	14 12
Bánswara	21 4	20 0	25 0	25 0	10 0	10 0	14 6	15 0	...	...	...	...	...	...	...	...	32 8	33 12	20 0	21 4	17 8	20 0	...	...	9 6	8 12
Meywar (Oodeypore)	12 8	13 4½	34 6	32 13	8 9½	7 13	9 6	8 9½	28 2	32 13	15 10	17 3	*Nil*	*Nil*	14 1	15 10	21 14	21 1½	29 11	26 9	10 2½	10 2½	160 0	160 0	9 12½	9 12½
Sirohee	14 0	14 8	26 0	25 0	5 0	5 0	9 6	8 0	16 0	16 0	16 0	16 0	...	...	...	...	21 0	21 0	...	...	...	...	160 0	160 0	11 8	11 8
Erinpura	16 8	16 8	27 7	27 11	...	...	8 0	8 0	20 0	20 0	19 4	19 4	...	...	...	...	27 0	27 0	...	...	...	...	160 0	160 0	12 0	12 4
Ajmere	16 0	16 0	30 5	30 5	5 0	5 0	8 5	8 5	31 0	31 0	23 5	23 5	...	...	15 0	15 0	27 0	28 0	29 8	29 8	...	...	90 0	90 0	12 8	12 8
Abu	13 6	13 5	21 8	21 8	5 8	5 8	7 2	7 0	16 6	...	14 6	14 2	...	...	...	...	18 0	18 7	...	...	...	...	160 0	*	12 0	12 0
Kishengarh	12 8	12 8	33 0	33 0	6 8	8 8	8 8	8 8	33 0	33 0	21 8	21 8	†	†	†	†	32 0	32 0	30 0	30 0	†	†	160 0	*	12 0	12 0
Boondee	18 0	18 0	36 4	35 0	7 8	7 6	8 0	9 0	31 4	42 8	...	...	...	...	...	...	42 8	42 8	42 8	42 8	...	...	160 0	160 0	9 0	9 8
Kotah	13 0	13 0	27 0	27 0	5 0	6 0	6 0	6 0	26 0	26 0	14 0	14 0	...	...	...	...	32 0	32 0	30 0	30 0	27 0	27 0	240 0	240 0	10 0	10 0
Jhallawar	13 13	13 14½	17 4½	16 13	7 1	7 1	10 3	9 12	23 9	21 13	14 0	14 0	...	...	14 6½	14 15½	24 12	23 9	24 12	23 12	9 6	9 6	175 0	175 0	10 3	10 3
Tonk	13 0	13 0	30 0	29 0	5 0	6 0	8 0	8 0	33 0	32 0	23 8	22 0	...	...	...	...	29 0	27 8	32 8	31 0	...	...	90 0	90 0	9 8	9 8
Jeypore	16 4	15 12	30 8	29 8	5 0	5 0	7 4	7 4	28 0	28 0	22 8	21 12	†	†	13 0	13 0	27-4 & 29 8	25-12 & 26 8	31 8	30 0	26 0	26 0	90 0	90 0	11 0	11 0
Kerowlee	18 7	17 13	30 0	26 4	10 0	8 12	10 10	10 0	26 4	26 4	24 11	24 7	...	...	20 0	20 0	32 8	30 10	...	...	37 8	37 8	200 0	200 0	10 0	10 0
Dholpur	16 14¼	16 11½	29 15½	27 13½	7 15½	8 2½	9 9	9 6½	29 6½	27 4½	26 0½	25 5½	...	...	16 14	16 14	28 15½	29 9½	...	...	31 0½	30 6	90 0	90 0	10 15½	10 15½
Bhurtpore	18 0	17 8	28 4	27 1	5 2½	5 2½	9 5	9 5½	30 4	28 13½	22 5½	22 2½	...	...	11 12	11 12	31 4	30 4	24 0	24 0	25 0	25 0	120 0	120 0	11 0	11 8
Ulwur	18 1	17 12	31 13	30 8	6 10	6 10	8 14	8 14	32 12	30 12	22 15	24 2	...	...	16 0	16 0	30 5	31 6	30 3	29 12	30 10	30 10	120 0	120 0	11 7	11 8
Deoli Cantonment	14 8	14 8	39 1½	39 4	4 0	4 0	7 0	7 0	33 0	32 0	20 0	20 0	...	...	...	...	32 0	32 0	...	...	...	...	200 0	200 0	10 13	10 4
Nusseerabad Cantonment	15 0	15 0	...	...	6 4	6 4	6 8	6 8	30 0	30 0	20 0	17 8	†	†	...	...	30 0	31 0	...	...	24 0	24 0	95 0	100 0	11 4	10 0
Hilly Tracts of Meywar	15 0	15 0	25 0	25 0	...	...	15 0	17 0	...	...	...	...	...	...	...	...	27 0	24 0	22 0	20 0	...	...	‖	‖	11 0	11 0
Bálmer	15 7	15 7	...	...	5 3	5 3	7 8	7 8	...	...	26 0	29 4	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	13 8	13 0
Anádra	14 7	14 9	23 0	21 12	6 0	7 8	7 4	...	...	15 0	15 2	...	...	...	...	...	19 2	19 2	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	11 4	11 0	41 0	42 11	9 0	7 0	11 8	11 0	35 0	34 7	22 0	22 0	...	...	...	...	30 0	33 2	35 8	42 0	...	...	160 0	160 0	10 8	11 0
Western—																										
Jodhpore	14 11 and 16 4	14 6 and 16 9	25 0	25 0	6 4	6 4	7 8	7 8	23 12	23 12	16 4 and 21 4	15 10 and 20 0	...	...	...	...	22 8 and 23 7	24 1	18 12	18 12	11 4	11 4	...	...	12 8	12 8
Jeysálmere	14 0	14 4	...	...	6 6	6 0	9 10	9 4	24 0	24 0	22 12	22 6	...	...	...	...	14 8	14 6	...	...	...	...	240 0	240 0	21 0	21 0
Bickaner	12 8	12 8	...	...	3 0	3 0	6 8	6 4	...	...	18 7½	18 1	...	...	...	...	26 9½	27 4	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	15 0	15 0	20 0	20 0	8 8	8 8	9 8	9 8	24 0	22 0	20 0	20 0	...	...	...	...	23 8	22 0	30 0	30 0	18 0	19 8	120 0*	120 0	10 8	10 8
Nimach Cantonment	14 8	14 8	...	...	8 0	8 0	12 0	12 0	28 0	27 0	20 0	20 0	†	†	...	...	25 0	25 0	...	...	22 0	22 0	140 0	140 0	11 0	11 0
Goona	17 8	17 8	22 0	20 0	7 0	7 8	8 0	8 8	26 0	30 0	...	...	...	...	...	...	30 0	29 8	32 0	32 0	...	...	240 0	200 0	10 0	10 0
Gwalior	16 11½	14 14	21 4	22 0½	5 5	5 5	8 8	8 8	23 14½	21 13½	23 6	21 4	...	...	12 12	10 10	19 10½	19 10½	24 15½	27 1½	18 1	18 1	170 0	170 0	10 14½	10 14

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1893—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR 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*).		PEAS.		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.
Panjab—																										
Southern—																										
Hissar	20 0	20 0	45 0	44 0	...	...	12 0	10 0	39 0	40 0	29 0	30 0	12 0	10 0	40 0	40 0	22 0	20 0	33 0	30 0	25 0	25 0	14 0	12 0	10 0	10 0
Ferozepore	21 0	20 0	40 0	35 0	...	...	10 0	10 0	35 0	36 0	25 0	25 0	11 0	10 0	35 0	36 0	22 0	20 0	30 0	30 0	22 0	23 0	13 0	12 0	13 0	11 0
Montgomery	22 0	21 0	30 0	30 0	...	...	11 0	11 0	35 0	35 0	22 0	22 0	11 0	11 0	40 0	40 0	24 0	24 0	33 0	33 0	23 0	23 0	13 0	12 0	16 0	16 0
Central—																										
Gurgaon	20 0	20 0	35 0	33 0	...	...	8 0	8 0	34 0	34 0	24 0	24 0	10 0	10 0	34 0	34 0	20 0	20 0	32 0	32 0	23 0	23 0	12 0	12 0	16 0	16 0
Delhi	20 0	20 0	31 0	32 0	...	...	11 0	11 0	36 0	36 0	25 0	25 0	11 0	11 0	36 0	36 0	23 0	23 0	31 0	31 0	27 0	27 0	13 0	13 0	16 0	16 0
Rohtak	20 0	20 0	34 0	38 0	...	...	11 0	11 0	32 0	40 0	24 0	24 0	11 0	11 0	40 0	40 0	23 0	24 0	32 0	33 0	24 0	25 0	12 0	12 0	16 0	16 0
Karnál	21 0	21 0	30 0	30 0	...	...	12 0	13 0	32 0	33 0	22 0	22 0	10 0	10 0	32 0	33 0	20 0	20 0	30 0	30 0	22 0	23 0	12 0	12 0	16 0	16 0
Lahore	21 0	21 0	34 0	36 3	...	...	11 0	11 0	32 0	33 0	19 0	20 0	10 0	10 0	32 0	33 0	19 0	20 0	30 0	33 0	21 0	23 0	12 0	12 0	16 0	16 0
Sub-montane—																										
Umballa	25 0	25 0	35 0	35 0	...	...	13 0	14 0	35 0	35 0	23 0	23 0	11 0	11 0	35 0	36 0	23 0	23 0	32 0	32 0	23 0	23 0	12 0	12 0	16 0	16 0
Ludhiana	25 0	25 0	45 0	50 0	...	...	12 0	12 0	36 0	36 0	25 0	25 0	11 0	11 0	36 0	36 0	25 0	26 0	34 0	34 0	26 0	27 0	13 0	13 0	16 0	16 0
Jullundur	26 0	27 0	40 0	38 0	...	...	8 0	8 0	40 0	40 0	24 0	24 0	10 0	10 0	40 0	40 0	23 0	24 0	32 0	33 0	24 0	25 0	12 0	12 0	16 0	16 0
Hoshiárpur	24 0	24 0	31 0	29 0	...	...	10 0	10 0	29 0	30 0	20 0	20 0	9 0	9 0	30 0	30 0	20 0	20 0	29 0	30 0	20 0	20 0	11 0	11 0	16 0	16 0
Gurdáspur	26 0	24 0	32 0	32 0	...	...	14 0	14 0	32 0	33 0	22 0	22 0	11 0	11 0	32 0	32 0	22 0	23 0	32 0	33 0	23 0	24 0	12 0	12 0	16 0	16 0
Amritsar	23 0	22 0	37 0	37 0	...	...	11 0	11 0	32 0	32 0	21 0	21 0	10 0	10 0	32 0	32 0	21 0	21 0	31 0	31 0	24 0	24 0	12 0	12 0	16 0	16 0
Hills—																										
Simla	17 0	17 0	20 0	18 0	...	...	8 0	8 0	18 0	18 0	11 0	11 0	6 0	6 0	18 0	18 0	11 0	11 0	18 0	18 0	11 0	11 0	6 0	6 0	16 0	16 0
Kángra	17 0	17 0	18 0	18 0	...	...	11 0	11 0	18 0	18 0	11 0	11 0	6 0	6 0	18 0	18 0	11 0	11 0	18 0	18 0	11 0	11 0	6 0	6 0	16 0	16 0
North-western—																										
Sialkot	19 0	18 0	39 0	33 0	...	...	13 0	13 0	30 0	30 0	20 0	20 0	10 0	10 0	30 0	30 0	20 0	20 0	27 0	27 0	20 0	20 0	10 0	10 0	16 0	16 0
Gujránwála	19 0	19 0	34 0	36 0	...	...	12 0	13 0	32 0	32 0	22 0	22 0	10 0	10 0	32 0	32 0	20 0	20 0	31 0	31 0	24 0	24 0	12 0	12 0	16 0	16 0
Gujrát	21 0	20 0	32 0	31 0	...	...	12 0	12 0	32 0	32 0	22 0	23 0	11 0	11 0	32 0	32 0	22 0	23 0	32 0	32 0	24 0	24 0	12 0	12 0	16 0	16 0
Jhelum	21 0	20 0	35 0	36 0	...	...	12 0	12 0	32 0	32 0	22 0	22 0	11 0	12 0	32 0	32 0	22 0	23 0	32 0	32 0	26 0	26 0	12 0	12 0	16 0	16 0
Rawalpindi	19 0	20 0	31 0	33 0	...	...	12 0	12 0	30 0	30 0	20 0	20 0	10 0	10 0	30 0	30 0	20 0	20 0	30 0	30 0	22 0	22 0	11 0	11 0	16 0	16 0
Hazára	16 0	17 0	26 0	25 0	...	...	7 0	7 0	25 0	25 0	16 0	16 0	7 0	7 0	25 0	25 0	16 0	16 0	24 0	24 0	16 0	16 0	8 0	8 0	16 0	16 0
Peshawar	16 0	16 0	27 0	27 0	...	...	9 0	9 0	24 0	24 0	16 0	16 0	8 0	8 0	24 0	24 0	16 0	16 0	23 0	23 0	16 0	16 0	8 0	8 0	16 0	16 0
Kohát	17 0	17 0	30 0	30 0	...	...	12 0	12 0	30 0	30 0	20 0	20 0	10 0	10 0	30 0	30 0	20 0	20 0	30 0	30 0	20 0	20 0	10 0	10 0	16 0	16 0
Western—																										
Shahpur	24 0	23 0	36 0	35 0	...	...	9 0	9 0	34 0	34 0	30 0	31 0	14 0	14 0	34 0	34 0	30 0	31 0	30 0	30 0	34 0	34 0	13 0	13 0	16 0	16 0
Jhang	22 0	24 0	32 0	35 0	...	...	8 0	8 0	34 0	34 0	26 0	26 0	11 0	11 0	34 0	36 0	26 0	26 0	34 0	34 0	30 0	30 0	12 0	12 0	16 0	16 0
Mooltan	19 0	18 0	29 0	28 0	...	...	12 0	13 0	22 0	22 0	15 0	15 0	8 0	8 0	22 0	22 0	15 0	15 0	22 0	22 0	20 0	20 0	8 0	8 0	16 0	16 0
Bannu	23 0	22 0	41 0	40 0	...	...	11 0	11 0	35 0	35 0	25 0	25 0	11 0	11 0	35 0	35 0	25 0	25 0	35 0	35 0	27 0	27 0	13 0	13 0	16 0	16 0
D. I. Khan	24 0	24 0	45 0	45 0	...	...	14 0	14 0	35 0	35 0	25 0	25 0	11 0	11 0	35 0	35 0	25 0	25 0	35 0	35 0	27 0	27 0	13 0	13 0	16 0	16 0
Mianwali	22 0	20 0	30 0	27 0	...	...	10 0	10 0	28 0	28 0	20 0	20 0	9 0	9 0	28 0	28 0	20 0	20 0	28 0	28 0	23 0	23 0	11 0	11 0	16 0	16 0
D. G. Khan	17 0	17 0	29 0	30 0	...	...	7 0	7 0	25 0	25 0	16 0	16 0	7 0	7 0	25 0	25 0	16 0	16 0	25 0	25 0	16 0	16 0	8 0	8 0	16 0	16 0
Sind and Baluchistan—																										
Karáchi	14 0	13 0	...	...	8 0	7 0	10 0	10 0	21 0	21 0	16 0	16 0	8 0	8 0	21 0	21 0	16 0	16 0	21 0	21 0	16 0	16 0	8 0	8 0	16 0	16 0
Hyderabad	14 0	14 0	...	...	7 0	7 0	9 0	9 0	20 0	20 0	16 0	16 0	8 0	8 0	20 0	20 0	16 0	16 0	20 0	20 0	16 0	16 0	8 0	8 0	16 0	16 0
Thar and Párkar (Umarkot)	13 2	13 3	...	...	12 0	14 0	16 4	16 0	27 0	27 0	23 0	23 0	11 0	11 0	27 0	27 0	20 0	20 0	27 0	27 0	20 0	20 0	10 0	10 0	16 0	16 0
Sukkur (Shikárpur)	17 8	17 8	...	...	7 8	8 0	9 8	9 0	26 0	26 0	20 0	20 0	10 0	10 0	26 0	26 0	20 0	20 0	26 0	27 0	20 0	20 0	10 0	10 0	16 0	16 0
Upper Sind Frontier	16 0	16 0	...	...	8 0	8 0	9 0	9 0	23 0	23 0	16 0	16 0	8 0	8 0	23 0	23 0	16 0	16 0	23 0	23 0	16 0	16 0	8 0	8 0	16 0	16 0
Quetta	14 0	15 2	23 0	23 0	5 6	6 0	7 12	7 10	35 0	36 0	25 0	25 0	12 0	12 0	36 0	36 0	25 0	25 0	36 0	36 0	25 0	25 0	12 0	12 0	16 0	16 0

Bombay—																										
Konkan—																										
Kárwar (Kánara)	...	...	9 2	9 2	...	...	10 10	10 10	15 3	15 3	13 2	13 2	18 0	18 0	11 9	11 9	...	...	...	...	...	...	9 12	9 12	...	...
Ratnágiri	...	...	10 14	10 14	...	...	11 6	11 6	14 7	14 7	14 9	14 9	14 2	14 2	12 8	12 8	...	...	...	...	...	...	12 11	12 11	...	...
Alibág (Colába)	...	...	7 3	7 3	...	...	10 13	10 13	13 5	13 5	13 15	13 15	14 1	14 1	11 11	11 11	...	...	...	...	...	...	12 12	12 12	...	...
Bombay	...	...	5 12	5 12	...	...	11 9	11 9	13 8	13 8	13 15	13 15	14 1	14 1	12 12	12 12	...	...	...	...	...	...	9 7	9 7	...	...
Tánna	...	...	7 6	7 6	...	...	10 3	10 3	13 8	13 8	14 6	14 6	14 1	14 1	12 12	12 12	...	...	...	...	...	...	12 4	12 4	...	...
Deccan—																										
Dhárwar	...	...	9 14	14	10 6	16 6	17 9	17 2	19 13	19 13	13 2	13 2	18 0	18 0	12 3	12 3	...	...	...	...	...	...	10 2	10 2	...	...
Belgaum	...	...	10 1	11 8	11 8	16 1	18 10	18 10	21 7	21 7	14 9	14 9	14 7	14 7	12 14	12 14	...	...	...	...	...	...	11 4	11 4	...	...
Sátara	...	...	8 14	10 2	10 2	15 14	15 14	15 14	16 0	16 0	15 5	15 5	14 7	14 7	14 0	14 0	...	...	...	...	...	...	11 15	11 15	...	...
Sholapur	...	...	7 11	11 5	11 5	17 0	17 0	17 0	18 12	18 12	18 8	18 8	15 0	15 7	18 0	18 0	...	...	...	...	...	...	11 10	11 10	...	...
Bijápur	...	...	6 15	10 15	10 15	19 11	19 11	19 11	21 2	21 2	18 8	18 8	15 0	15 0	18 0	18 0	...	...	...	...	...	...	11 14	11 14	...	...
Poona	...	...	9 1	9 10	9 10	16 7	15 4	15 4	14 15	16 2	15 13	15 13	14 1	14 1	13 13	13 13	...	...	...	...	...	...	10 12	10 12	...	...
Khándesh—																										
Ahmadnagar	...	...	8 13	8 13	10 9	10 9	19 4	17 14	19 3	19 0	15 3	15 3	18 0	18 0	15 1	15 1	...	...	...	...	...	...	12 6	12 6	...	...
Násik	...	...	8 14	8 14	11 10	10 15	22 7	20 11	16 13	16 13	13 5	13 5	18 0	18 0	16 1	16 1	...	...	...	...	...	...	10 6	10 6	...	...
Dhulia (Khándesh)	...	...	6 8	8 14	10 6	9 7	12 8	11 7	13 5	13 2	13 15	13 15	14 1	14 1	12 8	12 8	...	...	...	...	...	...	10 9	10 9	...	...
Gujarat—																										
Surat	...	...	7 6	7 6	8 5	8 5	13 6	12 0	13 6	13 6	13 6	13 6	18 0	18 0	14 13	14 13	...	...	...	...	...	...	12 0	12 0	...	...
Broach	...	...	7 0	7 0	10 0	10 0	16 0	16 0	16 0	16 0	16 0	16 0	18 0	18 0	21 0	21 0	...	...	...	...	...	...	13 4	13 4	...	...
Kaira	...	...	6 8	7 8	9 0	10 4	19 0	16 11	15 0	15 0	14 8	14 8	15 0	15 0	14 8	14 8	...	...	...	...	...	...	12 0	11 0	...	...
Baroda (Camp)	...	...	7 8	7 8	9 0	10 0	22 0	20 0	15 0	15 0	14 8	14 8	15 0	15 0	14 8	14 8	...	...	...	...	...	...	12 0	12 0	...	...
Ahmadabad	...	...	6 8	8 14	11 0	11 8	20 0	18 0	17 0	17 0	15 0	15 0	17 0	17 0	15 0	15 0	...	...	...	...	...	...	13 10	13 10	...	...
Godhra (Panch Mahals)	...	...	10 0	10 0	11 8	11 8	20 0	18 0	16 0	16 0	15 0	15 0	16 0	16 0	15 0	15 0	...	...	...	...	...	...	12 8	12 8	...	...
Deesa Cantonment	...	...	7 0	9 0	9 0	11 8	18 0	16 0	17 12	17 12	16 0	16 0	16 0	16 0	16 0	16 0	...	...	...	...	...	...	11 0	11 0	...	...
Kathiawar—																										
Rájkot	...	...	6 0	6 0	7 0	7 0	17 6	17 6	15 6	15 6	14 13	14 13	18 0	18 0	17 4	17 13	...	...	...	...	...	...	12 8	12 8	...	...
Central Provinces—																										
Western—																										
Nimar	...	...	6 12	6 12	12 7	12 7	24 13	22 9	...	...	...	...	...	...	19 1	19 1	...	...	...	...	...	...	9 2	9 2	...	...
Khandwa-Asigarh Cant.	...	...	9 0	9 0	11 0	11 0	20 0	20 0	...	...	...	...	...	...	19 0	19 0	...	...	...	...	...	...	9 4	9 4	...	...
Hoshangabad	...	...	7 8	7 8	10 4	10 4	31 2	28 13	...	...	...	...	...	...	18 0	18 0	...	...	...	...	...	...	9 4	9 4	...	...
Betúl	...	...	...	8 14	13 5	11 7	28 14	23 8	...	...	...	...	...	...	18 0	18 0	...	...	...	...	...	...	9 4	9 4	...	...
Chhindwára	...	...	8 14	10 0	11 4	11 4	19 6	19 6	17 0	17 0	15 5	15 5	18 0	18 0	15 0	15 0	...	...	...	...	...	...	10 0	10 0	...	...
Nágpur	...	...	10 0	10 0	11 4	11 4	17 12	17 12	17 12	17 12	15 12	15 12	18 0	18 0	15 0	15 0	...	...	...	...	...	...	8 12	8 12	...	...
Wardha	...	...	7 4	6 10	10 0	10 0	17 12	17 12	17 12	17 12	15 12	15 12	18 0	18 0	15 0	15 0	...	...	...	...	...	...	8 0	8 0	...	...
Central—																										
Narsinghpur	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	19 0	19 0	...	...	...	...	...	...	9 2	9 2	...	...
Saugor	...	...	9 6	9 6	9 13	9 13	...	...	...	...	...	...	...	...	19 0	19 0	...	...	...	...	...	...	9 4	9 4	...	...
Damoh	...	...	10 4	10 4	12 0	12 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	...	...	...	...	9 4	9 4	...	...
Jubbulpore	...	...	10 4	11 8	14 0	15 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	...	...	...	...	10 0	10 0	...	...
Baghalkhand (Satna)	24 0	...	8 0	8 0	11 8	15 0	14 8	11 8	16 0	16 0	15 0	15 0	15 0	15 0	15 0	15 0	20 0	...	...	...	...	...	8 12	8 12	...	...
Mandla	...	...	13 0	12 0	11 0	16 0	16 0	11 8	17 0	17 0	15 0	15 0	15 0	15 0	15 0	15 0	...	...	...	...	...	...	8 0	8 0	...	...
Seoni	...	...	8 10	8 10	11 0	13 4	20 0	16 0	15 0	15 0	14 0	14 0	15 0	15 0	15 0	15 0	...	...	...	...	...	...	8 0	8 0	...	...
Bálághát	...	...	11 0	11 0	12 8	16 0	20 0	16 0	16 0	16 0	15 0	15 0	15 0	15 0	15 0	15 0	...	...	...	...	...	...	8 0	8 0	...	...
Bhandára	...	...	...	...	13 4	16 4	14 13	14 13	16 0	16 0	15 0	15 0	15 0	15 0	15 0	15 0	...	...	...	...	...	...	8 0	8 0	...	...
Chánda	...	...	13 4	13 4	12 8	16 4	16 4	14 13	16 0	16 0	15 0	15 0	15 0	15 0	15 0	15 0	...	...	...	...	...	...	8 0	8 0	...	...
Eastern—																										
Bilaspur	...	...	12 5	13 8	16 15	20 1	...	...	...	...	...	...	...	...	24 5	24 5	...	...	...	...	...	...	8 0	8 0	...	...
Raipur	...	...	10 4	10 4	16 15	16 15	...	...	...	...	...	...	...	...	24 3	24 4	...	...	...	...	...	...	8 5	8 5	...	...
Sambalpur	...	...	12 4	12 4	16 10	16 10	...	...	...	...	...	...	...	...	16 8	18 6	...	...	...	...	...	...	9 8	10 0	...	...
Berar—																										
Buldána	...	...	7 0	7 0	10 6	10 0	20 0	17 0	16 0	16 0	15 0	16 0	16 0	16 0	13 0	13 0	...	...	...	...	...	...	9 0	9 0	...	...
Akola	...	...	6 10	7 0	9 8	9 0	17 0	16 0	15 2	15 0	15 0	15 0	15 0	15 0	13 0	13 0	...	...	...	...	...	...	8 5	8 5	...	...
Amraoti	...	...	8 0	8 0	10 0	10 0	16 0	16 0	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	...	...	...	...	...	...	9 8	10 0	...	...
Wún	...	...	6 0	6 0	7 0	7 0	17 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	...	...	...	...	...	...	9 0	9 0	...	...
Nizam's Territories—																										
Secunderabad	...	...	6 13	6 13	9 9	9 9	13 3	13 3	13 3	13 3	12 13	12 13	17 12	17 12	11 4	11 4	...	...	...	...	...	...	8 12	8 14	...	...
Bolárum	...	...	8 2	8 2	11 1	11 1	12 13	12 13	13 0	13 0	12 13	13 0	20 0	18 0	11 0	11 0	...	...	...	...	...	...	9 0	9 0	...	...
Aurangábád	...	...	8 4	7 8	12 4	11 0	14 0	13 4	16 0	16 0	16 0	16 0	16 0	16 0	13 4	13 4	...	...	...	...	...	...	8 12	8 12	...	...

* Not sold.

† Not procurable.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1893—*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.	JAWAR OR CHOLUM (*Sorghum vulgare*). Present fortnight.	JAWAR 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, CAJAN PEA (*Cajanus indicus*). Present fortnight.	ARHAR, OR TUR, CAJAN 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	8 10	7 3	...	...	10 8	10 2	10 14	10 8	16 8	15 11	14 5	13 8	19 11	19 11	19 0	19 0	9 0	9 0	...	...	11 0	11 0	96 0	96 0	12 10	12 10	9 8	9 8
S. Canara	8 2	8 2	...	...	9 6	9 14	11 5	12 0	15 6	15 6	15 6	15 6	19 5	18 0	...	...	12 0	10 0	9 4	9 4	13 0	13 0	150 0	150 0	13 4	13 5	10 0	10 0
South, central—																												
Coimbatore	11 8	11 8	...	...	10 6	9 14	11 5	10 14	16 8	15 11	14 5	13 8	19 11	19 11	18 14	18 14	9 14	9 14	9 3	9 3	13 0	13 0	340 0	340 0	13 8	13 8	8 8	8 8
Nilgiris	7 13	7 13	...	...	8 0	8 0	8 6	8 6	15 6	15 6	15 6	15 6	16 10	16 10	16 10	16 10	8 14	8 0	8 8	8 8	10 8	10 8	200 0	200 0	8 0	8 0	8 0	8 0
Salem	7 11	7 8	...	...	9 6	8 14	9 14	9 6	19 2	18 0	18 0	18 0	21 6	20 8	20 8	20 8	10 11	10 11	9 0	9 0	11 6	11 6	340 0	320 0	9 7	9 7	9 0	9 0
Central—																												
Bellary	10 10	10 10	...	...	9 10	9 10	10 5	10 5	22 2	22 11	17 14	17 14	23 5	23 5	23 0	23 0	9 10	9 10	9 6	9 6	11 10	11 10	320 0	320 0	14 5	14 5	9 8	9 8
Anantapur	9 10	9 2	...	...	11 13	10 11	12 6	11 5	22 14	21 10	23 8	22 10	24 3	24 3	23 13	23 13	10 11	9 8	9 8	9 8	11 5	11 5	320 0	320 0	14 0	14 0	10 0	10 0
Cuddapah	9 13	8 13	...	...	9 8	9 8	11 10	11 10	15 13	15 13	18 14	18 14	18 0	...	23 11	23 11	10 11	10 11	9 8	9 8	11 6	11 6	320 0	320 0	9 8	9 8	10 0	10 0
Kurnool	8 5	8 5	...	...	10 11	10 11	11 6	11 6	19 8	19 3	18 13	16 5	...	...	23 11	23 11	11 6	11 6	9 0	9 0	11 6	11 6	320 0	320 0	9 0	9 0	10 0	10 0
East Coast, north—																												
Ganjam	*	*	...	...	10 11	10 11	11 10	11 10	20 0	20 0	*	*	23 0	23 0	23 0	23 0	10 14	10 14	9 14	9 14	11 10	11 10	320 0	320 0	14 5	14 5	9 8	9 8
Vizagapatam	11 0	11 0	...	...	8 14	8 14	11 5	11 5	17 5	17 5	23 13	23 13	23 3	23 3	23 11	23 11	11 2	11 2	9 2	9 2	13 13	13 13	320 0	320 0	14 0	14 0	10 0	10 0
Godavari	8 2	8 2	...	...	8 14	8 14	11 13	11 13	17 5	17 5	24 10	24 10	23 11	23 11	23 11	23 11	11 13	11 13	9 0	9 0	13 13	13 13	320 0	320 0	14 0	14 0	10 0	10 0
East Coast, central—																												
Kistna	7 8	7 8	...	...	10 14	10 14	11 10	11 10	12 10	12 10	*	*	23 13	23 13	23 13	22 13	10 14	10 14	9 8	9 8	11 10	11 10	320 0	320 0	14 5	14 5	9 8	9 8
Nellore	7 11	7 11	...	...	11 2	11 2	13 13	13 13	17 8	17 8	15 0	15 0	23 2	23 2	23 2	23 2	11 2	11 2	9 2	9 2	13 13	13 13	320 0	320 0	14 0	14 0	10 0	10 0
East Coast, south—																												
Madras	*	*	...	...	9 10	9 6	10 6	10 3	*	*	*	*	19 3	19 3	19 3	19 3	9 6	9 6	9 2	9 2	10 6	10 6	320 0	320 0	14 5	14 5	9 8	9 8
Chingleput	7 11	7 11	...	...	8 5	8 5	9 2	9 2	14 10	14 10	11 14	12 8	17 3	17 3	20 8	20 8	9 6	9 6	8 5	8 5	10 5	10 5	320 0	320 0	14 0	14 0	10 0	10 0
N. Arcot	6 3	6 3	...	...	9 6	9 6	10 5	10 5	15 8	15 8	14 0	14 0	18 5	18 5	18 5	18 5	9 6	9 6	8 5	8 5	10 5	10 5	320 0	320 0	14 0	14 0	10 0	10 0
S. Arcot	7 6	7 6	...	...	9 10	9 10	10 8	10 8	11 13	11 13	10 14	10 8	17 8	17 8	18 2	18 2	9 10	9 10	8 5	8 5	10 8	10 8	320 0	320 0	14 0	14 0	10 0	10 0
Tanjore	6 10	6 10	...	...	8 5	7 14	8 11	8 11	12 11	14 11	16 8	16 8	17 11	17 11	17 11	17 11	8 5	7 14	8 5	8 5	10 8	10 8	320 0	320 0	14 0	14 0	10 0	10 0
Trichinopoly	*	*	...	...	9 2	9 2	10 0	10 6	*	*	*	*	*	*	19 6	19 6	9 2	9 0	9 0	9 0	9 11	9 11	320 0	320 0	14 0	14 0	10 0	10 0
Southern—																												
Tinnevelly	7 13	7 13	...	...	9 3	9 0	9 11	9 11	13 13	13 13	12 5	13 6	23 2	23 2	23 0	23 0	9 0	9 0	8 6	8 11	11 0	10 0	320 0	320 0	14 0	14 0	10 0	10 0
Madura	7 13	8 0	...	...	9 3	9 0	9 11	9 11	13 13	13 13	12 5	13 6	23 2	23 2	23 0	23 0	9 0	9 0	8 6	8 11	11 0	10 0	320 0	320 0	14 0	14 0	10 0	10 0
Mysore—																												
Mysore	7 12	7 12	7 8	7 8	6 12	6 12	8 0	7 12	21 0	21 0	15 0	15 0	23 0	23 0	23 0	23 0	6 12	6 12	8 0	7 12	21 0	21 0	320 0	320 0	14 0	14 0	10 0	10 0
Bangalore	9 4	9 8	8 10	8 8	7 4	7 8	8 1	8 0	23 0	23 0	...	...	25 0	25 0	25 0	25 0	7 8	7 8	8 0	8 0	18 0	18 0	320 0	320 0	14 0	14 0	10 0	10 0
Kolar	9 8	9 4	7 0	6 8	9 12	10 4	10 8	10 8	18 0	18 0	17 0	17 4	26 0	26 0	26 0	26 0	8 8	8 8	9 0	9 0	24 0	21 0	320 0	320 0	14 0	14 0	10 0	10 0
Tumkur	9 0	9 0	8 8	8 8	8 8	8 8	9 8	9 8	...	...	...	30 0	30 0	30 0	30 0	30 0	8 8	8 8	9 0	9 0	24 0	24 0	320 0	320 0	14 0	14 0	10 0	10 0
Hassan	...	8 0	8 0	8 0	9 0	8 8	9 8	11 0	...	...	...	...	31 0	31 0	31 0	31 0	8 8	8 8	9 0	9 0	24 2	23 2	320 0	320 0	14 0	14 0	10 0	10 0
Kadur	8 0	8 0	9 0	8 0	8 6	8 11	12 5	13 6	24 2	23 2	24 0	24 0	32 0	32 0	32 0	32 0	9 0	9 0	8 11	9 0	30 0	30 0	320 0	320 0	14 0	14 0	10 0	10 0
Shimoga	9 3	9 3	...	...	9 0	9 0	11 0	10 0	30 0	30 0	20 0	20 0	...	...	...	...	9 0	9 0	8 11	9 0	30 0	30 0	320 0	320 0	14 0	14 0	10 0	10 0
Chitaldroog	11 0	11 0	12 0	12 0	11 0	9 0	11 0	10 0	30 0	30 0	24 0	20 0	32 0	32 0	32 0	32 0	11 0	9 0	9 0	9 0	30 0	30 0	320 0	320 0	14 0	14 0	10 0	10 0
Coorg—																												
Coorg	8 0	8 0	7 0	7 0	9 0	8 8	11 8	10 8	...	...	...	...	28 8	28 8	*	*	8 0	8 0	8 0	8 0	10 3	10 3	320 0	320 0	14 0	14 0	10 0	10 0
Aden	3 0	3 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	*	*	*	*	3 0	3 0	3 0	3 0	3 0	3 0	320 0	320 0	14 0	14 0	10 0	10 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT (*Statistical Branch*).

J. F. FINLAY,
Secretary to the Government of India.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending on Saturday, January 20th, 1894.

During the first four days of the week under review fairly normal conditions were reported over the Indian region, but on Wednesday, 17th January, rain commenced in Baluchistan and subsequently extended to North-West India. From this date onward till the close of the week the weather was unsettled over almost the whole of North-West India with rain on the plains and snow on the Hills. The observations did not give at any time indications of a definite storm at the earth's surface, but general slightly disturbed weather gradually advanced from the westward and spread over North-Western India. The mean temperature of the whole country for the whole week was normal.

The chart of Sunday, 14th, showed that pressure was highest over North-West India, relatively high over North-East India and lowest over the south of the Bay. Gradients were somewhat steeper than usual. The winds were fairly normal and the weather was fine except on the North-West Himalayas and in the south-east of the Peninsula where the sky was cloudy and some showers had fallen. On the 15th the barometer was falling everywhere. The fall was greater in the north-west than elsewhere, so that though the general distribution was practically unaltered, gradients had become slighter and pressure was everywhere below the normal. The winds were little changed. The sky was cloudy to overcast over a considerable part of North-West

India, and light showers had again fallen on the North-West Himalayas. At Calicut a heavyish local shower was reported. On the morning of the 16th the barometer was rising in the north-west and falling elsewhere. Hence gradients were increasing again, but the only important change was the appearance of a small shallow depression over Guzerat. The winds over Guzerat and the Peninsula were influenced to a considerable extent by this depression, but elsewhere the directions were fairly normal. Light rain had fallen at Khandwa, Akola and Murree. The chart of the 17th showed that the barometer was falling almost everywhere. The fall has been brisk in the north-west where, however, pressure was still higher than in other parts of the country. The winds were rather variable. Snow had commenced in Baluchistan, at Gnatong and at Murree, and rain was falling at Multan, Sibsagar, Saugor and Negapatam. The amounts were small. On the 18th the barometer was falling over Eastern Rajputana and generally rising elsewhere, the change being brisk in parts of North-West and of North-East India. Pressure decreased from high pressure areas in the north-west and north-east to a low pressure area in the south of the Bay. The winds were irregular except over the Bay area and the Peninsula. Snow and rain were falling over the North-West Himalayas and Baluchistan and rain at Multan, Sibsagar, Karachi and Jacobabad. The amounts continued small. The chart of the 19th showed small and unimportant changes of pressure except in parts of North-West India where there had been a brisk fall. Pressure was very uniform over the central parts of the country and the Peninsula The winds were generally unchanged. Light rain had fallen over the Punjab plains, the west of the North-Western Provinces, Bundelkhand and the east of Rajputana and heavyish rain at Karachi. Snow and hail had fallen on the North-West Himalayas. On the 20th the only considerable change in pressure was a brisk increase over North-East India. The general distribution was little altered. The wind was generally easterly except over the Bay. Rain had extended considerably and was reported from the Punjab, a large part of the North-Western Provinces and Sind. The heaviest amounts were reported from Meerut and Karachi. Snow had fallen on the North-West Himalayas in moderately heavy amounts.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India :—

Province.	January 1894.							Mean variation of week.
	14th.	15th.	16th.	17th.	18th.	19th.	20th.	
Burma	−0·3	−0·2	+0·2	−0·4	−1·0	−1·4	+0·1	−0·4
Bengal and Assam . .	−0·6	−0·5	+0·2	+1·2	+1·0	−0·1	+0·7	+0·3
North-Western Provinces and Oudh	+3·6	+1·6	+1·3	+0·4	+1·2	+3·4	+1·6	+1·9
Punjab	−1·6	−1·7	−4·1	−1·3	−1·8	−2·6	−0·6	−2·0
Bombay	+0·8	+1·5	+1·2	+0·2	+0·6	−0·4	+0·3	+0·6
Central Provinces and Berar	−1·5	−1·3	+1·2	+0·8	+2·3	+2·5	+2·9	+1·0
Central India and Guzerat .	+1·2	−0·4	−0·3	+0·4	+1·6	+2·8	+2·2	+1·1
Sind and Rajputana . .	−1·6	−3·7	−1·4	−0·7	+1·7	−0·2	−0·7	−0·9
Madras	−0·7	−0·6	−0·9	−1·6	−1·0	−2·0	−1·9	−1·2
Mean for whole of India	−0·1	−0·6	−0·3	−0·1	+0·5	+0·2	+0·5	0

On the first four days the mean temperature of the whole of India was below the normal by very small amounts, while on the three concluding days there was a trifling excess. The net result for the whole week was that the actual and normal temperatures of the whole country were equal. The provincial variations showed that the mean temperature was in defect of the normal in Burma, the Punjab, Sind, Rajputana and Madras, and in excess of the normal in the other provinces. In the Punjab the deficiency was as much as 2°0.

Rain.—The rainfall table at the close of the Summary shows that though the rainfall received during the week under review has been less general and less heavy than was the case during the preceding week, yet that there has been fairly general rain over the Punjab and North-Western Provinces and a good deal of light scattered rainfall in other parts of India. Of the fifty-two rainfall divisions no less than twenty-eight received absolutely no rain during the week, twelve more received an average actual rainfall of less than one-tenth of an inch, while the remaining twelve received an average actual fall of over one-tenth of an inch. The heaviest average reported was 1·30 inch in the Hill Districts of the Punjab, which was followed by 0·67 inch in the sub-montane district of the Punjab and by 0·34 inch in the Punjab, South and North-West. In North-Eastern, Central and Southern India the rainfall was absolutely or practically *nil*. The third column of the table shows that in the North-Western Provinces (Central Division), in all the Punjab divisions, except the West, in Sind, and in the East Coast (South Division) the average actual rainfall has exceeded the normal average rainfall, but except in the case of Sind this excess has been small and comparatively unimportant.

The columns giving the average actual and normal rainfall from the commencement of the year up to January 20th show that for that period there has been a considerable excess of rain over North-West India, a moderate excess in parts of the Peninsula and a deficiency elsewhere. Over a large part of North-East India there has been no rain.

The heaviest totals received during the week at the different rainfall stations are as follow :—Rurki (Saharanpur) 1·90 inch ; Jullunder 2·02 inches ; Buggah (Amritsar) 2·62 inches ; Palanpur (Kangra) 2·21 inches ; Zafarwal (Sialkote) 1·59 inch ; Miani (Shahpur) 1·00 inch ; Calicut 1·48 inch ; and Larkana (Shikarpur) 1·55 inch.

Province.	Division.	Rainfall data for week ending 20th January 1894. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 31st December to 20th January 1894. Average actual rainfall of season to date	Average normal rainfall, 31st December to 20th January.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0	0
	Lower Burma	0	0	0	0	0·06	—100
	Central ditto	0	0·01	—0·01	0	0·01	—100
	Upper ditto	0	?	?	0	?	?
	Arakan	0	0	0	0	0·02	—100
Bengal and Assam	Eastern Bengal	0	0·10	—0·10	0	0·33	—100
	Assam (Surma)	0	0·11	—0·11	0	0·47	—100
	Ditto (Brahmaputra)	0·17	0·22	—0·05	0·19	0·56	— 66
	Deltaic Bengal	0	0·06	—0·06	0	0·20	—100
	Central ditto	0	0·08	—0·08	0	0·25	—100
	North ditto	0	0·15	—0·15	0	0·27	—100
	Orissa	0	0·04	—0·04	0·01	0·13	— 92
	Chota Nagpur	0	0·12	—0·12	0	0·30	—100
	Bihar (South)	0·01	0·15	—0·14	0·01	0·30	— 97
	Ditto (North)	0	0·15	—0·15	0	0·31	—100
North-Western Provinces and Oudh	North-Western Provinces (East).	0·09	0·09	0	0·12	0·35	— 66
	North-Western Provinces (Submontane) (*a*).	0·03	0·07	—0·04	0·03	0·28	— 89
	Oudh (South)	0·11	0·13	—0·02	0·35	0·40	— 13
	Ditto (North)	0·06	0·12	—0·06	0·12	0·32	— 63
	North-Western Provinces (Central).	0·10	0·10	+0·00	0·77	0·30	+114
	North-Western Provinces (West).	0·04	0·12	—0·08	0·77	0·30	+157
	North-Western Provinces (Submontane) (*b*).	0·28	0·34	—0·06	0·71	0·79	— 10
Punjab	Punjab (South)	0·34	0·08	+0·26	2·13	0·33	+545
	Ditto (Central)	0·13	0·10	+0·03	1·20	0·36	+250
	Ditto (Submontane)	0·07	0·30	+0·37	2·37	0·86	+170
	Ditto (Hill Districts)	1·30	1·01	+0·29	3·74	2·01	+ 66
	Ditto (North-West	0·34	0·30	+0·04	3·04	0·92	+296
	Ditto (West)	0·12	0·14	—0·02	0·02	0·29	+114
Bombay and Malabar Coast Districts (Madras).	Malabar	0·04	0·06	—0·02	0·10	0·26	— 62
	Madras (South Central)	0·03	0·03	0	0·21	0·19	+ 10
	Coorg	0	0·06	—0·06	0	0·21	—100
	Mysore	0	0·03	—0·03	0	0·07	—100
	Konkan	0	0·02	—0·02	0·01	0·06	— 83
	Bombay-Deccan	0	0·02	—0·02	0·01	0·05	— 80
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·04	—0·04	0·02	0·10	— 80
Central Provinces and Berar.	Berar	0·01	0·07	—0·06	0·12	0·38	— 68
	Central Provinces (West)	0	0·19	—0·19	0·08	0·29	— 72
	Ditto ditto (Central)	0·02	0·19	—0·17	0·23	0·30	— 22
	Ditto ditto (East)	0	0·10	—0·10	0·03	0·24	— 88
Bombay (North)	Guzerat	0	0·01	—0·01	0·02	0·02	0
	Kattywar	0	0	0	0·01	0	0
	Sind	0·65	0·06	+0·59	0·94	0·25	+276
Rajputana and Central India.	Central India (East)	0·03	0·17	—0·14	0·25	0·31	— 19
	Rajputana (East), Central India (West).	0·02	0·06	—0·04	0·61	0·14	+336
	Rajputana (West)	0	0·07	—0·07	0·70	0·22	+218
Madras	East Coast (North)	0	0·09	—0·09	0·18	0·15	+ 20
	Ditto (ditto) (*a*)	0	0	0	0·15	0·07	+114
	Hyderabad (South)	0	0·03	—0·03	0·06	0·09	— 33
	Madras (Central)	0	0·04	—0·04	0·04	0·05	— 20
	East Coast (Central)	0	0·25	—0·25	0·05	0·34	+ 91
	Ditto (South)	0·14	0·10	+0·04	0·91	0·41	+122
	Madras (South)	0·07	0·11	—0·04	0·10	0·46	— 78

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

Simla, the 25th January 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 27th January.*—No rain except some scattered showers in parts of Tinnevelly. Sowings continue in places. Standing crops generally good. Harvests continue with fair to average outturn. Pasture and fodder generally sufficient. Condition of cattle generally good. Prices continue falling.

Bombay.—*For week ending 31st January.*—Slight rain throughout Sind. Standing crops suffering from want of rain or damaged by rain, cloudy weather, blight or rats in parts of four districts; prospects otherwise good. Sowing of late crops progressing in two, and reaping of early or late crops in nine, districts. Lands being prepared for next season in three districts. Cotton-picking continues in five districts. Prices steady except in two districts. Fodder sufficient except in one district, and agricultural stock good.

Bengal.—*For week ending 27th January.*—Slight rain fell in Shahabad in the beginning of the week, but no rain has been reported elsewhere. The winter rice is now all harvested with on the whole a good outturn. The standing spring crops are promising, but rain is required in parts. Reports of the poppy crop continue to be good except from Monghyr, where rain is much needed and the strong cold west winds are drying up the plants. Mustard and tobacco are being harvested, and the pressing of sugarcane is in progress. Cultivation of spring rice is going on. The price of common rice was nearly stationary during the week. Cattle are generally reported to be in good condition, and the supply of fodder and water is plentiful. The numbers on relief works and in receipt of gratuitous relief during the week were:—FARIDPUR (MADARIPUR SUB-DIVISION). *Relief works*, 588 men against 432 men in the previous week. *Gratuitous relief*, 15 men, 63 women and 29 children, total 107 against 334 in the previous week. In Backergunge the distribution of gratuitous relief ceased on the 27th instant.

North-Western Provinces and Oudh.—*For week ending 31st January.*—Weather cold and cloudy in the Central, Western, and Submontane districts in some of which rain has fallen; elsewhere the weather is cold and clear. Spring crops flourishing. Slight damage caused to crops in Cawnpore by insects, and in Jhansi by rust. Poppy doing well. Irrigation and sugarcane-pressing continue. Prospects good. Supplies and fodder abundant. Prices almost stationary.

Punjab.—*For week ending 31st January.*—Good rain has fallen all over the province. Harvesting of autumn crops almost over; irrigation of spring crops

in progress. Standing spring crops have much benefited by the recent rain and are flourishing. Prospects said to be excellent. Crops injured by field rats in parts of Lahore. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Dera Ismail Khan where it is tending to scarcity. The poppy crop is reported to be in good condition. Prices falling in four districts; stationary elsewhere.

Central Provinces.—*For week ending 31st January.*—Weather generally clear and warm. Prospects of winter crops unchanged. Harvesting of linseed commenced in places, and of other minor crops progressing. No change in prices.

Burma.—*For week ending 27th January.*—In Lower Burma reaping completed in all but three districts; threshing continues. Crop prospects unchanged. In Upper Burma reaping of wet-weather paddy completed in nine districts; progress of other operations favourable. In Lower Burma the price of paddy has fallen slightly in Pegu, risen slightly in Thongwa and Henzada and is unsettled in Amherst; steady elsewhere. In Upper Burma the price of paddy has risen slightly in Shwebo and considerably in the Southern Shan States; elsewhere the price is steady. Fodder and water sufficient.

Assam.—*For week ending 30th January.*—Weather seasonable. Reaping of late rice completed. Sugarcane pressing commenced. Condition of cattle good. Fodder scarce in places. Water sufficient.

Mysore and Coorg.—*For week ending 31st January.*—MYSORE: Crops and prospects good. Rice sown in three districts, and harvested in two others. Prices fallen in three districts.

COORG: Reaping of rice and picking of coffee nearly completed. Fodder and water for cattle sufficient. Slight fall in prices.

Berar and Hyderabad.—*For week ending 31st January.*—BERAR: Weather unchanged. Picking of cotton completed in Ellichpur. Spring crops in Akola and Akot also in parts of the Wun taluka reported unsatisfactory. Weeding operations in Akola not yet completed. Insufficiency of fodder in Akot still prevails. Cattle in good condition. No material change in prices.

HYDERABAD: No rain during the week. Harvesting of irrigated crops commenced. Spring crops in good condition. Prices stationary.

Central India.—*For week ending 31st January.*—No rain. Agricultural operations in progress in all parts, except in Bhopal. Crops in fairly good condition. Probable outturn good in most parts but indifferent in parts of Gwalior. Agricultural stock and pasturage indifferent in parts of Gwalior; fairly good in other parts of Central India. Prices of food-grains steady. Condition of opium crop good in Gwalior, Western Malwa, and Goona; fair in Bhopal and Neemuch.

Rajputana.—*For week ending 31st January.*—Rainfall good in Ulwar, and slight in Bhurtpore and Bikaneer. Agricultural operations, standing crops, and cattle, generally satisfactory. Prospects good. Pasturage or fodder sufficient. Prices falling in two States, rising in two, fluctuating in one, and steady elsewhere.

Kashmir.—*For week ending 30th January.*—Weather rainy. Heavy snow fell on the 28th. Prices favourable.

Nepal.—*For week ending 27th January.*—Weather cloudy. Prospects good.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 21ST JANUARY 1893, AND FROM 1ST TO 20TH JANUARY 1894.

N.B.—As regards the figures in column *Total Receipts from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1893.	Week ending 21st January 1893.			Week ending 20th January 1894.			Earnings from 1st to 21st January 1893.	Earnings from 1st to 20th January 1894.	Increases during the 1st half of 1894.	Decreases during the 1st half of 1894.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	619	1,634	9,71,385	594	1,634	11,12,810	681	28,14,522	31,31,134	3,16,612	..
Bengal-Nágpur	180	831	1,33,800	161	863	1,38,585	161	3,88,134	3,80,020	...	8,108
Indian Midland	145	752	1,12,503	150	752	1,38,883	185	3,10,107	3,53,493	37,386	...
Bezwada Extension	90	21	1,886	90	21	1,335	64	6,169	4,045	...	2,124
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,695	5,25,151	310	1,699	5,13,510	302	13,89,800	13,95,030	5,830	...
South Indian	157	1,043	1,37,278	132	1,043	1,09,420	105	4,49,548	3,27,641	...	1,88,907
Southern Mahratta (*b*)	109	1,107	98,021	89	1,103	1,04,088	89	2,92,894	2,84,972	...	7,922
Bengal and North-Western (*c*)	102	756	1,13,045	150	756	1,07,300	142	3,17,120	2,92,810	...	24,310
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	215	17,265	80	223	22,132	99	46,118	52,709	6,651	...
Pálanpur-Deesa	...	...	...	...	16	710	44	...	2,000	2,000	...
TOTAL	272	8,054	21,10,394	262	8,170	22,48,773	275	60,17,412	62,25,120	2,07,708	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,511	5,46,284	218	2,509	5,77,280	230	16,38,872	17,63,632	1,24,760	...
Oudh and Rohilkhand (state)	272	692	1,81,531	262	740	1,97,037	266	4,91,019	5,13,711	22,092	...
Eastern Bengal (state) (including metre and 2′ 0″ gauges)	250	777	2,23,972	288	813	2,55,540	314	6,07,895	7,25,600	1,17,705	...
Bengal Central (*e*)	120	125	15,000	125	125	15,400	123	43,201	43,440	179	...
East Coast (state)	55	...	...	...	266	18,750	70	...	47,091	47,691	...
Metre gauge—											
Burma (state)	224	715	1,57,086	220	730	1,29,940	178	4,08,434	3,45,668	...	1,22,766
Special gauges—											
Jorhát (state provincial)	46	28	882	32	28	916	33	2,814	2,866	52	...
Cherra-Companyganj (state provincial)	58	8	446	56	8	487	61	1,524	1,231	...	293
TOTAL	231	4,856	11,25,807	232	5,219	11,95,350	229	32,54,419	34,43,839	1,89,429	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	610	1,490	8,77,656	589	1,490	9,21,151	618	24,22,218	26,06,525	2,44,307	...
Bombay, Baroda and Central India	705	461	2,86,384	621	461	2,99,000	649	8,38,924	8,14,000	...	24,924
Madras	242	840	1,92,789	230	840	1,59,820	190	5,70,075	4,91,019	...	79,656
TOTAL	525	2,791	13,56,829	486	2,791	13,79,971	494	38,31,817	39,71,544	1,39,727	...
TOTAL (GUARANTEED AND STATE)	304	15,701	45,93,030	293	16,180	48,24,094	298	1,31,03,048	1,30,40,503	5,30,855	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	19,902	124	161	24,727	154	59,256	63,581	3,325	...
Tarkessur	277	22	5,893	268	22	6,093	277	10,198	15,807	...	391
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	5,493	82	67	8,809	131	15,291	25,082	9,791	...
Dibru-Sadiya	126	78	8,971	115	78	8,854	114	20,945	28,388	1,443	...
TOTAL	142	328	40,259	123	328	48,483	148	1,17,690	1,31,858	14,168	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	57,369	172	333	52,015	156	1,58,839	1,35,347	...	23,492
The Gaekwar's Petlád	103	13	1,066	82	13	1,010	78	3,349	2,930	...	389
Rájpura-Bhátinda	124	108	10,180	94	108	9,556	88	30,540	27,292	...	3,248
Metre gauge—											
Southern Mahratta (Mysore section) (*g*)	104	331	31,852	96	362	26,836	74	90,762	85,695	...	5,067
The Gaekwar's Mehsána	80	93	6,197	67	93	8,130	87	10,148	22,880	6,732	...
Kolhapur	83	29	2,421	83	29	1,291	45	6,410	4,572	...	1,838
Special gauge—											
The Gaekwar's Dabhoi	82	72	4,547	63	72	4,020	56	14,130	12,560	...	1,570
TOTAL	125	979	1,13,632	116	1,010	1,02,858	102	3,20,148	2,91,276	...	28,872
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	39,969	120	334	38,233	114	98,791	1,02,083	3,292	...
Jetalsar-Rájkot	24	...	...	...	46	2,585	56	...	6,922	6,922	...
Jodhpur-Bickaneer	53	291	19,937	69	364	24,800	68	51,521	65,500	13,979	...
Special gauge—											
Morvi	70	94	5,922	63	94	7,078	75	16,196	17,979	1,783	...
TOTAL	93	719	65,828	92	838	72,696	87	1,69,508	1,92,484	25,976	...
GRAND TOTAL	282	17,727	48,12,749	271	18,356	50,48,131	275	1,37,07,994	1,42,56,121	5,48,127	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company,
(*f*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*g*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.

CALCUTTA,
The 2nd February, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XL OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1893* audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 21st January 1893.			Week ending 20th January 1894.			Earnings from 1st April 1892 to 21st January 1893.	Earnings from 1st April 1893 to 20th January 1894.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by Companies.											
Standard gauge—											
East Indian	580	1,634	9,71,385	594	1,634	11,12,810	681	3,89,57,433	3,99,50,976	9,93,543	...
Bengal-Nágpur	140	831	1,33,860	161	863	1,38,585	161	43,85,605	46,91,999	3,06,394	...
Indian Midland	129	752	1,12,503	150	752	1,38,883	185	39,05,621	39,46,169	40,548	...
Bezváda Extension	80	21	1,886	90	21	1,335	64	78,132	79,780	1,648	...
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,695	5,25,151	310	1,699	5,13,510	302	1,74,50,824	1,74,95,565	44,741	...
South Indian	139	1,043	1,37,278	132	1,043	1,09,420	105	63,34,669	63,61,437	26,768	...
Southern Mahratta (*b*)	87	1,107	98,021	89	1,163	1,04,088	89	36,22,308	47,11,372	10,89,064	...
Bengal and North-Western (*c*)	137	756	1,13,045	150	756	1,07,300	142	41,55,435	40,57,848	...	97,587
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	215	17,265	80	223	22,132	99	5,32,193	5,63,994	31,801	...
Pálanpur-Deesa	...	...	...	...	16	710	44	...	(*d*)8,853	8,853	...
TOTAL	243	8,054	21,10,394	262	8,170	22,48,773	275	7,94,22,220	8,18,67,993	24,45,773	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,511	5,46,284	218	2,509	5,77,280	230	2,01,85,044	2,36,04,068	34,19,024	...
Oudh and Rohilkhund (state)	235	692	1,81,531	262	740	1,97,037	266	66,15,973	68,33,786	2,17,813	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,23,972	288	813	2,55,540	314	98,12,878	1,02,78,554	4,65,676	...
Bengal Central (*f*)	120	125	15,606	125	125	15,400	123	6,20,040	6,25,876	5,836	...
East Coast (state)	...	...	...	...	266	18,750	70	...	4,82,404	4,82,404	...
Metre gauge—											
Burma (state)	194	715	1,57,086	220	730	1,29,940	178	52,06,694	45,56,632	...	6,50,062
Special gauges—											
Jorhát (state provincial)	46	28	882	32	28	916	33	56,038	59,324	3,286	...
Cherra-Companyganj (state provincial)	47	8	446	56	8	487	61	14,823	17,681	2,858	...
TOTAL	217	4,856	11,25,807	232	5,219	11,95,350	229	4,25,11,490	4,64,58,325	39,46,835	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	8,77,656	589	1,490	9,21,151	618	3,06,39,014	2,97,16,426	...	9,22,588
Bombay, Baroda and Central India	605	461	2,86,384	621	461	2,99,000	649	1,12,67,711	1,17,37,546	4,69,835	...
Madras	226	840	1,92,789	230	840	1,59,820	190	77,90,533	83,22,767	5,32,234	...
TOTAL	442	2,791	13,56,829	486	2,791	13,79,971	494	4,96,97,258	4,97,76,739	79,481	...
TOTAL (GUARANTEED AND STATE)	271	15,701	45,93,013	293	16,180	48,24,094	298	17,16,30,968	17,81,03,057	64,72,089	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	19,902	124	161	24,727	154	8,85,709	9,97,891	1,12,182	...
Tárkessur	252	22	5,893	268	22	6,093	277	2,26,973	2,21,804	...	5,169
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	5,493	82	67	8,809	131	3,53,433	3,76,969	23,536	...
Dibru-Sadiya	123	78	8,971	115	78	8,854	114	4,02,501	4,19,321	16,820	...
TOTAL	135	328	40,259	123	328	48,483	148	18,68,616	20,15,985	1,47,369	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	57,369	172	333	52,015	156	21,04,270	21,44,222	39,952	...
The Gaekwar's Petlád	96	13	1,066	82	13	1,010	78	50,235	48,158	...	2,077
Rájpura-Bhátinda	92	108	10,180	94	108	9,556	88	4,19,162	4,97,134	77,972	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	31,852	96	362	26,836	74	11,91,438	14,08,528	2,17,090	...
The Gaekwar's Mehsána	59	93	6,197	67	93	8,130	87	2,07,959	2,60,659	52,700	...
Kolhápur	67	29	2,421	83	29	1,291	45	75,399	90,990	15,591	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	4,547	63	72	4,020	56	1,94,994	1,90,298	...	4,696
TOTAL	107	979	1,13,632	116	1,010	1,02,858	102	42,43,457	46,39,989	3,96,532	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	39,969	120	334	38,233	114	12,98,091	15,54,392	2,56,301	...
Jetalsar-Rájkot	...	...	...	...	46	2,585	56	...	(*i*) 1,06,724	1,06,724	...
Jodhpur-Bickaneer	60	291	19,937	69	364	24,800	68	7,32,014	7,18,474	...	13,540
Special gauge—											
Morvi	65	94	5,922	63	94	7,078	75	2,53,617	2,62,550	8,933	...
TOTAL	80	719	65,828	92	838	72,696	87	22,83,722	26,42,140	3,58,418	...
GRAND TOTAL	251	17,727	48,12,749	271	18,356	50,48,131	275	18,00,26,763	18,74,01,171	73,74,408	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total receipts from 8th November 1893 to 20th January 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.
(*i*) Total receipts from 12th April 1893 to 20th January 1894.

CALCUTTA,
The 2nd February 1894.

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, January 27th, 1894.

At the commencement and at the close of the week under review the weather was unsettled over North-West India, the intervening days being fine. At the beginning of the week a shallow depression crossed the Punjab from the westward, and broke up among the Kumaun Himalayas after giving rain to Sind, Rajputana, the Punjab and the west of the North-Western Provinces and snow to Baluchistan and the North-West Himalayas. The depression was succeeded by a high pressure area, but on Thursday and Friday fresh unsettled weather, appeared in Baluchistan, which by Saturday extended to the Punjab and the west of the North-Western Provinces. In all parts of the country except the north-west the weather has been quiet and fine. The general temperature of the whole of India has been about normal, the deficiency which has prevailed in the north-west and in Madras having been balanced by an excess elsewhere.

On the morning of Sunday, the 21st, the chart showed a slight depression over the western desert which was occasioning a barometric fall over North-West India. In all other places the barometer was rising. Pressure was highest in Assam. The wind was drawing into east over the Gangetic plain and the central parts of the country, and was irregularly cyclonic in the north-west. Elsewhere the directions were fairly normal. Rain was falling over the Punjab, the west of the North-Western Provinces, Sind, Western Rajputana and part of the Gangetic plain, and snow was falling at the Hill stations in the north-west. The amounts exceeded 1 inch at Meerut, Mussoorie, Simla and

Karachi and 2 inches at Chakrata. On the morning of the 22nd the depression, advancing eastward, was approaching the Kumaun Himalayas and the barometer was rising rapidly in the Indus Valley, while it was generally falling elsewhere. The winds were very variable over Northern India. Rain and snow continued over the same regions as on the preceding day, but the amounts were somewhat heavier. Lahore, Sialkote, Rawalpindi, Ranikhet and Mussoorie had received over 1 inch and Chakrata and Simla over 2 inches. The chart of the 23rd showed that the shallow depression had disappeared, but the barometer was still falling except in the north-west. The distribution of pressure was fairly normal, readings decreasing from a high pressure area in the north-west to a low pressure area over the Bay. The winds were still variable over Northern India. Rain had again fallen over the south-east of the Punjab, over Rajputana and over the North-Western Provinces and snow on the North-West Himalayas, but the area of precipitation was decreasing. Delhi and Ranikhet were the only stations which had received amounts exceeding 1 inch. On the 24th the distribution of pressure and the general circulation of the winds were fairly normal, and the only falls of rain reported were light showers at Sibsagar, Gnatong, Bahraich, Agra, Mainpuri, Mussoorie, Chakrata, Simla and Colombo. On the 25th there was still no important change except that the barometer had begun to fall briskly in the north-west. Rain had fallen at Sibsagar, Hyderabad, Jacobabad and Bikanir and snow in Baluchistan. On the 26th the barometer was still falling briskly in Baluchistan and Guzerat, and in the last named region a small barometric depression had appeared. Except in this region the general distribution of pressure and the winds were fairly normal. Snow and rain continued to fall in Baluchistan and rain at Jacobabad. On Saturday, the 27th, though the general distribution of pressure was still very fairly normal, and the observations showed no indications of the presence of any well-defined disturbance, yet the unsettled weather had extended and rain was falling over a large part of the Punjab, Sind and Rajputana and snow on the North-West Himalayas. The amounts were, however, generally moderate or small.

Temperature.—The following table shows the variations of the mean temperature from the normal of each day of the week for the different provinces of India :—

Province.	January 1894.							Mean variation of week.
	21st.	22nd.	23rd.	24th.	25th.	26th.	27th.	
	°	°		°	°		°	°
Burma	+1·6	+0·8	+0·1	+0·5	+1·5	+1·0	+0·6	+0·9
Bengal and Assam	+2·2	+4·2	+5·1	+3·9	+1·2	−1·9	−2·6	+1·7
North-Western Provinces and Oudh	+2·7	+3·3	+3·5	−2·3	−4·0	−3·9	−1·7	−0·3
Punjab	−2·4	−3·1	−6·1	−7·0	−6·1	−3·4	−4·7	−4·7
Bombay	+0·4	+0·6	+1·5	+1·6	+1·9	+2·4	+3·1	+1·6
Central Provinces and Berar	+3·4	+3·5	+4·2	+3·4	+1·1	+1·1	+3·8	+2·9
Central India and Guzerat	+4·3	+4·4	+3·4	−0·9	−2·2	+0·8	+4·4	+2·0
Sind and Rajputana	−0·5	+2·3	−2·3	−5·2	−4·9	−4·5	−1·2	−2·3
Madras	−1·1	−0·5	−0·6	−0·3	−0·7	−0·4	−0·7	−0·6
	°	°	°	°	°	°	°	°
Mean for whole of India	+1·2	+1·7	+1·0	−0·7	−1·4	−1·0	+0·1	+0·1

The above table shows that on the first three days of the week the mean temperature of India was above, and on the four last days below, the normal average. The variations from the normal were, however, with one or two exceptions, small, and the net result for the whole country and for the whole week was an excess of 0°·1 In the Punjab the mean temperature was considerably below the average, but in the other provinces the variations were not large.

Rain.—The rainfall table, at the close of the Summary, shows that most of the precipitation which occurred during the week under review took place over the Punjab, but that the disturbed conditions, which occasioned it, spread eastward along the Himalayas over the North-Western Provinces as far as Assam and southward over Central India and Rajputana as far as Lower Sind. The rain was, however, heavy only in the Punjab and the west of the North-Western Provinces. Of the fifty-two rainfall divisions no less than thirty-two had absolutely no rain during the week under review, six more had an average actual rainfall per division of less than one-tenth of an inch, while the remaining fourteen divisions had effective rain. The heaviest average rainfall reported was 4·12 inches in the hill districts of the Punjab; this was followed by 1·69 inch in the central division of the Punjab and the submontane division of the North-Western Provinces, by 1·68 inch in the submontane division of the Punjab and by 1·38 inch in the north-west division of the Punjab, but these were the only divisions the average rainfall in which exceeded 1 inch. Over the whole of the central parts of the country, over the whole of Burma and over the whole of the Peninsula except South Madras, there was absolutely no rain.

The three concluding columns of the table giving the rainfall of the period from December 31st, 1893, to January 27th, 1894, show that over nearly the whole of North-West India as well as in parts of the east of the Peninsula the total rainfall has been considerably in excess of the normal average, but that in other parts of the country there has occurred practically no rain during that time.

The only heavy falls of rain, as stated above, occurred in North-West India. Meerut received, during the week, 2·96 inches, Kalsi (Dehra Dun) 3·70 inches, Sonepat (Delhi) 2·69 inches, Unah (Hoshairpur) 2·94 inches, Palampur (Kangra) 4·90 inches and Murree 3·70 inches.

Province.	Division.	Rainfall data for week ending January 27th, 1894.			Rainfall data from December 31st to January 27th, 1894.		
		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, December 31st to January 27th.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0	0
	Lower Burma	0	0	0	0	0·06	—100
	Central ditto	0	0·02	—0·02	0	0·03	—100
	Upper ditto	0	?	?	0	?	?
	Arakan	0	0·04	—0·04	0	0·05	—100
Bengal and Assam	Eastern Bengal	0	0·19	—0·19	0	0·52	—100
	Assam (Surma)	0	0·25	—0·25	0	0·71	—100
	Ditto (Brahmaputra)	0·16	0·32	—0·16	0·35	0·88	— 60
	Deltaic Bengal	0	0·17	—0·17	0	0·43	—100
	Central ditto	0	0·14	—0·14	0	0·30	—100
	North ditto	0·01	0·18	—0·17	0·01	0·14	— 93
	Orissa	0	0·16	—0·16	0·01	0·29	— 97
	Chota Nagpur	0	0·23	—0·23	0	0·58	—100
	Bihar (South)	0·06	0·20	—0·14	0·06	0·55	— 89
	Ditto (North)	0	0·22	—0·22	0	0·50	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·07	0·18	—0·11	0·19	0·53	— 64
	North-Western Provinces (Submontane) (*a*).	0·08	0·24	—0·16	0·11	0·52	— 79
	Oudh (South)	0·15	0·29	—0·14	0·60	0·69	— 13
	Ditto (North)	0·15	0·41	—0·20	0·27	0·73	— 63
	North-Western Provinces (Central).	0·19	0·17	+0·02	0·96	0·53	+ 81
	North-Western Provinces (West).	0·92	0·20	+0·72	1·68	0·50	+236
	North-Western Provinces (Submontane) (*b*).	1·69	0·47	+1·22	2·39	1·26	+ 90
Punjab	Punjab (South)	0·79	0·17	+0·62	2·54	0·50	+408
	Ditto (Central)	1·69	0·20	+1·49	2·96	0·56	+420
	Ditto (Submontane)	1·68	0·41	+1·27	4·05	1·27	+219
	Ditto (Hill Districts)	4·12	0·94	+3·18	7·85	2·95	+166
	Ditto (North-West)	1·38	0·53	+0·85	5·02	1·44	+249
	Ditto (West)	0·45	0·19	+0·26	1·07	0·48	+123
Bombay and Malabar Coast Districts (Madras).	Malabar	0	0·01	—0·01	0·10	0·27	— 63
	Madras (South Central)	0	0·03	—0·03	0·21	0·21	0
	Coorg	0	0·06	—0·06	0	0·27	—100
	Mysore	0	0	0	0	0·07	—100
	Konkan	0	0·03	—0·03	0·01	0·09	— 89
	Bombay, Deccan	0	0	0	0·01	0·06	— 83
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·01	—0·01	0·02	0·11	— 82
Central Provinces and Berar.	Berar	0	0·04	—0·04	0·12	0·41	— 71
	Central Provinces (West)	0	0·17	—0·17	0·08	0·45	— 82
	Ditto ditto (Central)	0	0·14	—0·14	0·28	0·50	— 44
	Ditto ditto (East)	0	0·16	—0·16	0·03	0·40	— 93
Bombay (North)	Guzerat	0	0·06	—0·06	0·02	0·07	— 71
	Kattywar	0	0·01	—0·01	0·01	0·01	0
	Sind	0·77	0·08	+0·69	1·71	0·33	+418
Rajputana and Central India.	Central India (East)	0·02	0·07	—0·05	0·27	0·38	— 29
	Rajputana (East), Central India (West).	0·21	0·07	+0·14	0·81	0·21	+286
	Rajputana (West)	0	0·07	—0·07	0·70	0·29	+107
Madras	East Coast (North)	0	0·03	—0·03	0·18	0·18	0
	Ditto (ditto) (*a*)	0	0	0	0·15	0·07	+114
	Hyderabad (South)	0	0·03	—0·03	0·06	0·12	— 50
	Madras (Central)	0	0	0	0·04	0·05	— 20
	East Coast (Central)	0	0·04	—0·04	0·65	0·37	+ 76
	Ditto (South)	0	0·08	—0·08	0·91	0·48	+ 90
	Madras (South)	0·05	0·15	—0·10	0·15	0·60	— 75

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

Simla, the 1st February, 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 3rd February.*—Some light showers in parts of the Carnatic and Tanjore; no rain elsewhere. Agricultural operations continue favourably, and the standing crops are generally good. Harvest still yielding average outturn. Pasture and fodder sufficient. Prices generally slightly easier especially in the South, but rates for staple dry grains are still about fifty per cent. above the normal.

Bombay.—*For week ending 7th February*—Slight rain in two districts of the Deccan. Standing crops damaged by easterly winds, frost, or blight in parts of three districts; prospects otherwise good. Reaping of early and late crops progressing in eight districts. Lands being prepared for next season in three districts. Cotton-picking continues in three districts. Fodder and water sufficient except in Baroda. Agricultural stock good. Prices steady except in two districts.

Bengal.—*For week ending 3rd February.*—There has been rain in Bihar and over a considerable part of North Bengal during the week, with beneficial results to the spring crops and poppy which are doing well. In other parts of the province rain is required for the spring crops, including spring rice which is being transplanted. In Hazaribagh poppy is also in want of rain. Sugarcane, tobacco and the earlier spring crops are being gathered. In parts of North Bengal the lands are being ploughed for the autumn crops. Cattle are reported to be in good condition, and the supply of fodder and water is sufficient. In FARIDPUR (MADARIPUR SUB-DIVISION) the numbers on relief works and in receipt of charitable relief during the week were:—*Relief-works* 708 men against 588 men in the previous week; *Charitable relief* 12 men, 41 women and 17 children, total 70 against 107 in the previous week. The price of common rice has risen slightly in some districts.

North-Western Provinces and Oudh.—*For week ending 7th February.*—Weather cold and cloudy. Rain has fallen in all but a few of the Western and Submontane districts, and in some districts the falls have been accompanied by hail. Spring crops are doing well, except in Cawnpore where injury has been caused by insects, and in Jhansi where the damage to gram by rust is widespread and to late-sown wheat serious. Crops also slightly damaged in Partabgarh and Farukhabad. Poppy flourishing except in Fyzabad where in certain places it has been damaged by caterpillars. Sugarcane-pressing continues. Prospects generally favourable. Supplies and fodder ample. Prices practically stationary.

Punjab.—*For week ending 7th February.*—Rain has fallen in seven districts. Harvesting of autumn crops almost over; irrigation of spring crops

commenced. Standing spring crops have been much benefited by the recent rains and prospects are good. Cattle generally in good condition. Fodder sufficient in all districts except Dera Ismail Khan where there is said to be a tendency to scarcity. The poppy crops are reported to be in good condition. Prices falling in six districts; stationary elsewhere.

Central Provinces.—*For week ending 7th February.*—Weather occasionally cloudy and warm with slight falls of rain in two districts. Fall of hail reported in part of one district. Crops suffering from continued appearance of rust. Prices steady.

Burma.—*For week ending 7th February.*—Harvest of wet-weather paddy all but completed in Upper and Lower Burma and outturn up to average; other agricultural operations everywhere progressing favourably. Fodder and water sufficient. In Upper and Lower Burma the price of paddy is steady except for a slight rise in Amherst, considerable rise in Bassein and Tavoy, and slight fall in Pegu and considerable fall in Myingyan.

Assam.—*For week ending 6th February.*—Weather seasonable. Ploughing for early rice commenced. Sugarcane-pressing continues. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 7th February.*—MYSORE: Standing crops in good condition. *Ragi* (*Eleusine coracana*) harvested in the Bangalore district. Rice sown in the Tumkur, Kolar, and Chitaldroog districts. No material change in prices.

COORG: Reaping of rice completed, threshing in progress. Picking of coffee continues in some parts. Water and fodder sufficient for cattle. Slight fall in prices.

Berar and Hyderabad.—*For week ending 7th February.*—BERAR: Weather generally cool, except in Akola where it is warm and cloudy. Spring crops reported to be unfavourable in almost the whole of the Akola district. Wheat, gram, and linseed are in good condition in the Amraoti and Wun districts. Weeding operations continue in Akola. Water-supply ample, but fodder insufficient in the Akot taluka. Prices stationary.

HYDERABAD: No rain during the week. Harvesting of hot-weather crops continues. Standing spring crops in good condition. Prices stationary.

Central India.—*For week ending 7th February.*—Rain during the week in Bhopal, Bundelkhand, Baghelkhand and in parts of Gwalior. No more rain is needed in Baghelkhand but the rainfall is still insufficient in Gwalior. Gram and wheat harvesting nearly completed; cotton gathered, and sugarcane being planted in Bhopal. The condition of the crop is generally good. The outturn is expected to be fair only, as the crops have been partially damaged by rain, hail, frost and insects in several places. The opium corps generally in good condition. Prices rising in Bhopal and in parts of Gwalior; steady elsewhere.

Rajputana.—*For week ending 7th February.*—Rainfall good in Bickaneer. Agricultural operations, standing crops, and prospects satisfactory.

Cattle in good condition. Pasturage or fodder sufficient. Prices fluctuating in one State; steady elsewhere.

Kashmir.—*For week ending 6th February.*—Rain and snow fell throughout the province during the week. Prices favourable.

Nepal.—*For week ending 3rd February.*—Rain on 2nd and 3rd February. Prospects good.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RESULTS OF THE WORKING OF CONTINUOUS AUTOMATIC BRAKES IN USE ON RAILWAYS IN INDIA DURING THE SIX MONTHS ENDED THE 30th JUNE 1893.

No. 22 R. Stat., Simla, the 22nd January 1894.

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

Read again—

Public Works Department letter No 62 R. Stat., dated the 19th October 1891.

Public Works Department letter No. 357 R. Stat., dated the 5th September 1893.

Read also—

Endorsement No. 511 Stat., dated the 21st December 1893, from the Director General of Railways, forwarding tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number of rolling stock fitted with the brakes, and the results of their working during the six months ended the 30th June 1893.

ORDER.—Ordered, that tables Nos. I and II be forwarded, for information, to the Local Governments and Administrations, and to the 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 Resident in Mysore.
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 ailways, Calcutta, Central Division, Lucknow, and Assam.

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

Further, that this order with the tables be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under Secretary.

Documents accompanying.

Tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number of rolling stock fitted with the brakes, and the results of their working during the six months ended the 30th June 1893.

Table No. I.

Statement showing the Indian railways on which continuous automatic brakes were in use on the 30th June 1893; the description and number of rolling stock and the mileage run by trains fitted with the brakes.

Railways (including branch lines worked).	Locomotives fitted.	Vehicles. Braked.	Vehicles. Piped.	Number of miles run by trains fitted.	Proportion per cent. Of vehicles piped or fitted on total.	Proportion per cent. Of mileage run by trains fitted on total train-mileage.	Remarks.
Standard gauge. **State lines worked by the State.**		(a)		(b)			
North Western (state)	243	1,354	87	591,716	11·88	12·64	(a) Excludes 47 vehicles made over to the Mushkaf-Bolan railway. (b) Approximate.
Oudh and Rohilkhand (state)	15	110	12	197,652	2·46	13·91	
Eastern Bengal (state)	15	104	13	154,158	4·93	17·25	
Line worked by guaranteed company.							
Great Indian Peninsula	74	259	55	275,618	3·26	4·90	
Metre gauge. **State line worked by company.**							
South Indian	16	...	...	..	...	...	

Table No. II.

Statement showing, for the six months ending 30th June 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— 1. Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continous automatic brake.
Standard gauge. **State lines worked by the State.**				
North Western (state).	Vacuum Automatic.	13th January, 1893 .	(iii) Failure of material.—4 down mail was detained 40 minutes at Soháwa, owing to brake gearing having become disconnected in consequence of the brass bar hanger having broken.	591,716*

* Approximate.

Table No. II—*contd.*

Statement showing, for the six months ending 30th June 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— 1. Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE —*contd.*				
State lines worked by the State— *contd.*				
North Western (state)—*contd.*	Vacuum Automatic.—*contd.*	22nd January, 1893.	(iii) Neglect of servants.—3 up mail was detained six minutes at Saháranpur, owing to vacuum pipe in rear of train having been disconnected at the last moment in order to shunt on a carriage and to the pipe not having been replaced.	
		1st February, 1893	(iii) Failure of machinery.—Three minutes' detention to 4 down mail at Sersáwa, owing to piston rod having jammed.	
		2nd February, 1893	(iii) Failure of machinery.—4 down mail was detained one hour and 58 minutes at Begamabad, owing to brake blocks of third class carriage No. 1605 having jammed, and in consequence all brake gearings of vacuum had to be taken down. Brake pins were hard set, and this accounted for the long delay.	
		7th February, 1893.	(iii) Failure of machinery.—6 down mail was detained 5 minutes at Ladhowál in releasing brake off the wheels of front brake as the wheels were skidding.	591,716*
		7th February, 1893	(iii) Neglect of servants.—5 minutes' detention to 80 down goods train, owing to the failure of the driver to have his brakes taken up, thus rendering them inefficient.	
		23rd February, 1893	(iii) Failure of machinery.—3 up mail was detained 9 minutes, owing to brake shaft having broken where it had been badly welded.	
		26th February, 1893	(iii) Failure of machinery.—5 up mail was detained 7 minutes at Meerut cantonment, owing to vacuum brake having been out of order, and 4 minutes were lost between Muzaffarnagar and Khátauli in consequence of vacuum of carriage No. 80 having been on.	

*Approximate.

Table No. II—*contd.*

Statement showing, for the six months ending 30th June 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— 1. Failure or partial failure to act when required in case of an accident to a train or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE —*contd*				
State lines worked by the State— *contd.*				
North Western (state)—*contd.*	Vacuum Automatic—*contd.*	26th March, 1893	(iii) Neglect of servants.—Five minutes were lost to 5 up mail at Rájpura in releasing vacuum brake of whole train, owing to a carriage having been attached next the front brake without the vacuum pipe, and to the carriage examiner not having been asked to release the vacuum.	
		28th March, 1893	(iii) Neglect of servants.—At Sohan catch siding, the brake lever on 84 down goods got jammed against, and brake off, the ball valve on the tender vacuum cylinder. The failure was due to the driver having omitted to have the slack in the brake blocks taken up. No delay.	591,716*
		4th April, 1893	(iii) Failure of machinery.—5 up mail was delayed 9 minutes at Gháziabad in consequence of vacuum pipe blowing, and 10 minutes at Begamabad in taking off the vacuum brake.	
		7th June, 1893	(iii) Failure of machinery.—4 down mail was detained 10 minutes at Saráí Banjára in releasing carriage brake of train.	
		9th June, 1893	(iii) Failure of machinery.—3 minutes' detention to 4 down mail at Muzaffarnagar in releasing vacuum brake of brake-van.	
Oudh and Rohilkhand (state).	Do.	11th February, 1893.	(iii) Failure of material.—Engine on No. 2 down mail, Lucknow to Fyzabad, was unable to maintain the necessary vacuum at Daryabad owing to the rubber pipe leading to vacuum chamber having a hole burnt in it, probably by fire from the ash pan. No delay.	197,652
		26th May, 1893	(iii) Failure of material.—Three minutes' detention was caused to No. 1 up mail at mile 131, owing to the pipe between the tender and brake-van having been disconnected by striking the carcass of a bullock.	

* Approximate.

Table No. II—*contd.*

Statement showing, for the six months ending 30th June 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— 1. Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE —*contd.*				
State lines worked by the State—*contd.*				
Oudh and Rohilkhand (state)—*contd.*	Vacuum Automatic—*contd.*	5th June, 1893 .	(iii) Failure of material.—No. 1 up mail collided with a bullock cart at gate house No. 256, mile 269, causing a detention of twenty-six minutes. The vacuum connection between the train pipe and engine cylinder having been damaged, the brake applied itself and stopped the train.	197,652
Eastern Bengal (State).	Do.	.....	No failure or delay . . .	154,158
Line worked by guaranteed company.				
Great Indian Peninsula.	Do.	10th January, 1893 .	(iii) Failure of material.—4 minutes' delay to 89 down passenger in starting from Victoria terminus in order to fit a new India rubber washer owing to a defective washer of Clayton's coupling of postal composite 461 having caused a leak.	275,618
		11th February, 1893	(iii) Neglect of servants.—The driver was unable to create vacuum owing to his having packed the ejector disc of engine No. 643 on 149 down train in such a manner that the disc was not in contact with its seating. 8 minutes' delay at Lonávla in withdrawing a portion of the packing.	
		16th February, 1893	(iii) Failure of material.—5 minutes' delay in starting from Victoria terminus owing to India rubber pipe leading to the cylinder of brake-van No. 1297B type on 57 down train having been found broken.	
		17th February, 1893	(iii) Failure of material.—8 minutes' delay on journey after leaving Talegaon in removing the broken pipe and plugging up the hole of India rubber pipe leading to cylinder of brake-van No. 1297B on 61 down train.	

Table No. II—*concld.*

Settlement showing, for the six months ending 30th June 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action or caused delay in the working of trains—concld.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— 1. Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. Delay in the working of trains in consequence of defects in, improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continous automatic brake.
STANDARD GAUGE —*concld.*				
Line worked by guaranteed company—*concld.*				
Great Indian Peninsula—*concld.*	Vacuum Automatic—*contd.*	10th April, 1893 .	(iii) Neglect of servants—4 minutes' delay in starting No. 89 down train from Victoria terminus. The driver created 13¾" vacuum only. The guard detained the train to advise the driver that he had not created the necessary vacuum, *viz.*, 15" in the rear brake as required by rules.	275,618.
		28th April, 1893 .	(iii) Neglect of servants.—Driver could not create vacuum owing to a horse-box on 149 down train having been attached without India rubber washer on Clayton's couplings. 7 minutes' delay at Victoria terminus in replacing the washer.	
		2nd May, 1893 .	(iii) Neglect of servants.—Bracket hanger bolt of a 3rd class carriage on 57 down was found missing at starting time. 16 minutes' delay in starting from Victoria terminus in detaching the vehicle.	
		15th May, 1893 .	(iii) Failure of material.—India rubber coupling of engine No. 640 on 57 down train was found defective. 5 minutes' delay at Victoria terminus in waiting for the washer to be renewed.	
		4th June, 1893 .	(iii) Neglect of servants.—A porter in coupling two carriages had doubled up the India rubber washer on Clayton's couplings on 149 down train. 8 minutes' delay at Victoria terminus in rectifying the defect.	
		16th June, 1893 .	(iii) Neglect of servants.—Driver of engine No. 15 of 89 down train having filled his boiler too full was unable to create the proper vacuum. 6 minutes' delay in starting from Victoria terminus in waiting for the proper vacuum to be created.	
		23rd June, 1893 .	(iii) Failure of machinery.—Clappet valve of ejector of engine No. 647 on 125 down train was out of order. 13 minutes' delay at Victoria terminus in trying to obtain necessary vacuum, failing which the train was worked non-automatic.	

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 28TH JANUARY 1893, AND FROM 1ST TO 27TH JANUARY 1894.

N.B.—As regards the figures in column *Total Receipts from 1st January 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1893.	Week ending 28th January 1893. Mean mileage worked.	Week ending 28th January 1893. Earnings. Total.	Week ending 28th January 1893. Earnings. Per mile open per week.	Week ending 27th January 1894. Mean mileage worked.	Week ending 27th January 1894. Earnings. Total.	Week ending 27th January 1894. Earnings. Per mile open per week.	Earnings from 1st to 28th January 1893.	Earnings from 1st to 27th January 1894.	Increases during the 1st half of 1894.	Decreases during the 1st half of 1894.
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	619	1,634	10,06,315	616	1,634	11,15,656	683	38,20,837	42,46,790	4,25,953	...
Bengal-Nágpur	180	831	1,35,308	163	863	1,69,940	197	5,23,442	5,49,966	26,524	...
Indian Midland	145	752	1,23,428	164	752	1,23,470	164	4,39,535	4,76,963	37,428	...
Bezwada Extension	96	21	2,400	114	21	1,249	59	8,569	5,294	...	3,275
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,55,158	327	1,699	5,47,010	322	19,44,958	19,42,640	...	2,318
South Indian	157	1,043	1,53,191	147	1,043	1,26,400	121	5,99,739	4,54,041	...	1,45,698
Southern Mahratta (*b*)	109	1,107	99,591	90	1,163	1,02,922	88	3,92,485	3,87,894	...	4,591
Bengal and North-Western (*c*)	162	756	1,12,752	149	756	1,10,630	146	4,29,872	4,03,440	...	26,432
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	215	16,108	75	223	17,989	81	62,226	70,758	8,532	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	3,510	3,510	...
TOTAL	272	8,058	22,04,251	274	8,170	23,16,176	283	82,21,663	85,41,296	3,19,633	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	4,30,124	171	2,509	5,20,587	207	20,68,996	22,84,219	2,15,223	...
Oudh and Rohilkhand (state)	272	692	1,72,522	249	740	1,81,945	246	6,64,141	6,95,656	31,515	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	2,25,522	290	813	3,47,830	428	8,33,417	10,73,430	2,40,013	...
Bengal Central (*e*)	120	125	15,116	121	125	16,360	131	58,377	59,800	1,423	...
East Coast (state)	55	...	...	...	266	16,677	63	...	64,368	64,368	...
Metre gauge—											
Burma (state)	224	715	1,91,882	268	730	1,58,854	218	6,60,316	5,04,522	...	1,55,794
Special gauges—											
Jorhát (state provincial)	46	28	1,169	42	28	1,342	48	3,983	4,208	225	...
Cherra-Companyganj (state provincial)	53	8	433	54	8	524	66	1,957	1,755	...	202
TOTAL	231	4,854	10,36,768	214	5,219	12,44,119	238	42,91,187	45,87,958	3,06,771	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	610	1,490	8,84,590	594	1,490	10,21,104	685	33,06,808	36,87,629	3,80,821	...
Bombay, Baroda and Central India	765	461	2,96,851	644	461	3,24,000	703	11,35,775	11,38,000	2,225	...
Madras	242	840	1,92,848	230	840	1,90,063	226	7,63,523	6,81,082	...	82,441
TOTAL	525	2,791	13,74,289	492	2,791	15,35,167	550	52,06,106	55,06,711	3,00,605	...
TOTAL (GUARANTEED AND STATE)	304	15,703	46,15,308	294	16,180	50,95,462	315	1,77,18,956	1,87,35,965	10,17,009	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	20,114	125	161	19,774	123	79,370	82,355	2,985	...
Tarkessur	277	22	5,401	245	22	5,868	267	21,599	21,675	76	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	2,569	38	67	8,531	127	17,860	33,613	15,753	...
Dibru-Sadiya	126	78	9,899	127	78	10,294	132	36,844	38,682	1,838	...
TOTAL	142	328	37,983	116	328	44,467	136	1,55,673	1,76,325	20,652	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	57,219	172	333	60,718	182	2,16,038	1,96,065	...	19,993
The Gaekwar's Petlád	103	13	1,203	93	13	1,010	78	4,522	3,940	...	582
Rájpura-Bhátinda	124	108	10,180	94	108	9,556	88	40,720	30,848	...	3,872
Metre gauge—											
Southern Mahratta (Mysore section) (*g*)	104	331	35,673	108	362	26,167	72	1,26,435	1,11,862	...	14,573
The Gaekwar's Mehsána	80	93	8,526	92	93	7,530	81	24,674	30,410	5,736	...
Kolhapur	83	29	2,409	83	29	1,297	45	8,319	5,869	...	2,950
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,192	72	72	4,520	63	19,322	17,080	...	2,242
TOTAL	125	979	1,20,402	123	1,010	1,10,798	110	4,40,550	4,02,074	...	38,476
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	43,781	131	334	39,106	117	1,42,572	1,41,189	...	1,383
Jetalsar-Rájkot	24	...	...	...	46	3,012	65	...	9,934	9,934	...
Jodhpur-Bickaneer	53	291	18,040	62	364	24,700	68	69,561	90,200	20,639	...
Special gauge—											
Morvi	70	94	6,712	71	94	6,964	74	22,908	24,943	2,035	...
TOTAL	93	719	68,533	95	838	73,782	88	2,35,041	2,66,266	31,225	...
GRAND TOTAL	282	17,729	48,42,226	273	18,356	53,24,509	290	1,85,59,220	1,95,80,630	10,30,410	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*g*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.

CALCUTTA,
The 9th February, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLI OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1893*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1892-93.	Week ending 28th January 1893. Mean mileage worked.	Week ending 28th January 1893. Earnings. Total.	Week ending 28th January 1893. Earnings. Per mile open per week.	Week ending 27th January 1894. Mean mileage worked.	Week ending 27th January 1894. Earnings. Total.	Week ending 27th January 1894. Earnings. Per mile open per week.	Earnings from 1st April 1892 to 28th January 1893.	Earnings from 1st April 1893 to 27th January 1894.	Increases in 1893-94.	Decreases in 1893-94.
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by Companies.											
Standard gauge—											
East Indian	580	1,634	10,06,315	616	1,634	11,15,656	683	3,99,63,748	4,10,67,868	11,04,120	...
Bengal-Nágpur	140	831	1,35,308	163	863	1,69,940	197	45,20,913	48,74,940	3,54,027	...
Indian Midland	129	752	1,23,428	164	752	1,23,470	164	40,29,049	40,81,610	52,561	...
Bezwáda Extension	80	21	2,400	114	21	1,249	59	80,532	81,996	1,464	...
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,55,158	327	1,699	5,47,010	322	1,80,05,982	1,79,83,586	...	22,396
South Indian	139	1,043	1,53,191	147	1,043	1,26,400	121	64,87,860	64,90,415	2,555	...
Southern Mahratta (*b*)	87	1,107	99,591	90	1,163	1,02,922	88	37,21,899	48,40,211	11,18,312	...
Bengal and North-Western (*c*)	137	756	1,12,752	149	756	1,10,630	146	42,68,187	41,63,689	...	1,04,498
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	215	16,108	75	223	17,989	81	5,48,301	5,81,829	33,528	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	(*d*)9,576	9,576	...
TOTAL	243	8,058	22,04,251	274	8,170	23,16,176	283	8,16,26,471	8,41,75,720	25,49,249	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	4,30,124	171	2,509	5,20,587	207	2,06,15,168	2,41,62,369	35,47,201	...
Oudh and Rohilkhand (state)	235	692	1,72,522	249	740	1,81,945	246	67,88,495	70,16,991	2,28,496	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,25,522	290	813	3,47,830	428	1,00,38,400	1,06,34,822	5,96,422	...
Bengal Central (*f*)	120	125	15,116	121	125	16,360	131	6,35,156	6,40,933	5,777	...
East Coast (state)	...	...	...	...	266	16,677	63	...	5,00,328	5,00,328	...
Metre gauge—											
Burma (state)	194	715	1,91,882	268	730	1,58,854	218	53,98,576	47,22,795	...	6,75,781
Special gauges—											
Jorhát (state provincial)	46	28	1,169	42	28	1,342	48	57,207	60,713	3,506	...
Cherra-Companyganj (state provincial)	47	8	433	54	8	524	66	15,256	18,205	2,949	...
TOTAL	217	4,854	10,36,768	214	5,219	12,44,119	238	4,35,48,258	4,77,57,156	42,08,898	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	8,84,590	594	1,490	10,21,104	685	3,15,23,604	3,07,37,530	...	7,86,074
Bombay, Baroda and Central India	605	461	2,96,851	644	461	3,24,000	703	1,15,64,562	1,20,68,956	5,04,394	...
Madras	226	840	1,92,848	230	840	1,90,063	226	79,83,381	85,12,914	5,29,533	...
TOTAL	448	2,791	13,74,289	492	2,791	15,35,167	550	5,10,71,547	5,13,19,400	2,47,853	...
TOTAL (GUARANTEED AND STATE)	271	15,703	46,15,308	294	16,180	50,95,462	315	17,62,46,276	18,32,52,276	70,06,000	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	20,114	125	161	19,774	123	9,05,823	10,18,382	1,12,559	...
Tárkessur	252	22	5,401	245	22	5,868	267	2,32,374	2,27,694	...	4,680
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	2,569	38	67	8,531	127	3,56,002	3,84,465	28,463	...
Dibru-Sadiya	123	78	9,899	127	78	10,294	132	4,12,400	4,29,857	17,457	...
TOTAL	135	328	37,983	116	328	44,467	136	19,06,599	20,60,398	1,53,799	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	57,219	172	333	60,718	182	21,61,489	22,03,690	42,201	...
The Gaekwar's Petlád	96	13	1,203	93	13	1,010	78	51,438	49,358	...	2,080
Rájpura-Bhátinda	92	108	10,180	94	108	9,556	88	4,29,342	5,06,690	77,348	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	35,673	108	362	26,167	72	12,27,111	14,33,126	2,06,015	...
The Gaekwar's Mehsána	59	93	8,526	92	93	7,530	81	2,16,485	2,68,804	52,319	...
Kolhápur	67	29	2,409	83	29	1,297	45	77,808	91,902	14,094	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	5,192	72	72	4,520	63	2,00,186	1,95,891	...	4,295
TOTAL	107	979	1,20,402	123	1,010	1,10,798	110	43,63,859	47,49,461	3,85,602	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	43,781	131	334	39,106	117	13,41,872	15,94,131	2,52,259	...
Jetalsar-Rájkot	...	...	...	...	46	3,012	65	...	(*i*) 1,10,413	1,10,413	...
Jodhpur-Bickaneer	60	291	18,040	62	364	24,700	68	7,50,054	7,48,352	...	1,702
Special gauge—											
Morvi	65	94	6,712	71	94	6,964	74	2,60,329	2,69,751	9,422	...
TOTAL	80	719	68,533	95	838	73,782	88	23,52,255	27,22,647	3,70,392	...
GRAND TOTAL	251	17,729	48,42,226	273	18,356	53,24,509	290	18,48,68,989	19,27,84,782	79,15,793	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total receipts from 8th November 1893 to 27th January 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Bangalore-Nanjangúd and the Bangalore-Mysore frontier sections.
(*i*) Total receipts from 12th April 1893 to 27th January 1894.

CALCUTTA,
The 9th February 1894.

F. B. HEBBERT,
Under Secretary

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1893.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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	...	...	...	...	10 10	10 10	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 12	256 12	12 0	12 0
Tavoy	...	...	...	...	11 4	11 4	12 9	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	10 15	10 15½
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 6	9 6	11 8	11 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 4	14 4
Bassein	...	...	...	...	12 7	12 7	15 14	15 14	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	11 9	9 13	12 7	10 6																		
Tharrawaddy	...	...	...	...	14 13	14 13	18 8	18 8	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Henzada	...	...	...	...	12 7	12 7	12 7	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	9 8	7 1½
Prome	10 6	10 6	...	...	12 14	12 14	16 7	14 12	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Toungoo	...	...	...	...	13 3	12 10	14 14	14 2	...	...	...	...	...	...	...	...	10 13	10 13	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Thayetmyo	22 5	20 8	...	...	11 11	11 11	17 4	17 4	...	...	...	...	...	...	...	...	13 0	13 10	...	...	...	...	326 8	326 8	14 3	14 3
																	14 4	12 13	28 3	28 3	8 10	8 10	245 0	245 0	12 14	12 14
Upper Burma—																										
Mandalay	22 0	22 0	...	...	11 8	11 8	12 0	12 8	26 15	28 7	...	...	...	...	...	...	12 13	12 5	28 7	28 10	10 0	9 13	82 0	82 0	14 6	14 6
Bamo	...	...	...	...	7 3	7 0	9 0	9 0	30 0	30 0	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 0	182 0	182 0	9 10	9 10
Pakôkku	...	...	...	...	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	9 8	8 14	14 4	10 11	...	...	...	...	...	...	...	...	11 0	11 0	34 3	34 3	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	13 1	12 10	14 6	13 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	10 8	15 4
Kyaukpyu	...	...	...	...	7 4	7 4	8 0	8 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	15 12	15 12
Akyab	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 0	8 8	250 0	250 0	12 0	12 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	9 0	8 4	11 6	12 4	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	...	...	9 0	8 8
Cachar	8 8	8 0	...	...	7 8	7 12	10 8	10 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	8 8	8 0
Khási and Jaintia Hills	6 2	6 0	...	...	4 2	4 0	5 8	5 8	...	...	...	...	...	...	...	...	7 5	7 3	10 0	10 0	...	...	80 0	80 0	6 2	4 0
Garo Hills	...	...	...	...	6 0	6 8	12 0	10 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	7 0
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 8	6 4	11 8	11 8	...	...	...	...	...	...	...	...										
Kámrup	8 0	8 8	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Darrang	9 0	9 0	...	...	7 8	8 0	9 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	10 0	9 4
Nowgong	...	...	...	...	6 8	6 8	12 0	10 8	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	160 0	160 0	9 8	9 8
Sibságar	...	...	...	...	10 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	9 0	8 0	...	...	...	...	120 0	120 0	8 8	8 8
Lakhimpur	7 8	8 0	...	...	6 4	6 8	12 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	160 0	9 0	9 0
																	11 0	14 0	10 0	11 0	...	...	140 0	140 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	10 0	9 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	4 0	4 0	5 0	5 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	...	8 8	10 6½	9 0 and 11 8	...	...	...	...	...	...	...	...	...	13 4	...	...	...	...	80 0	80 0	9 2	9 0
Noakhali	...	...	...	...	11 0	8 0	12 6	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	8 0	8 0
Chittagong	11 0	11 0	...	...	8 14	8 14	12 0	12 4	...	...	...	...	...	...	...	...	11 8	11 0	...	...	...	...	80 0	80 0	9 8	10 0
Tippera	10 0	10 0	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 4	...	...	7 0	7 0	...	...	9 10	9 0
Dacca	11 8	12 0	...	...	8 8	8 8	10 12	9 8	...	...	...	...	...	...	...	...	16 0	14 0	...	...	20 0	19 0	140 0	140 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 8	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	9 12½	9 12	11 2	11 2	...	...	...	...	...	...	...	...	12 0	12 4	...	...	12 0	10 0	160 0	160 0	10 0	10 0
24-Parganas	13 8	13 8	17 0	17 0	8 0	8 0	12 8	12 8	16 0	16 0	...	...	...	...	8 0	8 0	20 0	20 0	18 0	16 0	20 0	20 0	100 0	100 0	10 8	10 8
Midnapore	11 0	11 0	...	...	10 0	10 0	16 4	16 4	...	...	...	...	...	...	...	...	16 0	14 8	...	...	18 8	19 0	200 0	200 0	10 4	10 12
Howrah	...	...	...	...	10 4	10 0	13 0	13 4	...	...	...	...	...	...	...	...	...	...	...	...	12 0	12 10	105 0	105 0	10 0	10 0
Calcutta	12 10	12 To	14 14	15 0	7 7	7 5	10 0	9 14	18 12	18 13	...	...	...	...	8 12	9 0	14 14	14 8	20 0	20 0	18 13	18 4	85 0	85 0	11 0	10 13
Hooghly	14 0	14 0	14 0	14 0	8 8	8 8	10 12	10 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	10 8	10 8	120 0	120 0	12 12	12 12
Nadia (Krishnagar)	20 0	16 14	...	20 0	8 0	8 0	12 4	12 7	...	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	16 5½	128 0	128 0	9 12	9 12
Jessore	10 10	10 8	...	...	8 8	8 8	13 0	13 0	...	...	...	...	...	...	...	...	13 5	12 8	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Faridpur	16 0	16 0	18 0	18 0	7 0	7 0	12 0	10 4	...	...	...	...	...	...	...	...	10 0	10 8	...	...	...	...	...	...	8 0	8 0
Central—																										
Bankura	15 4	15 4	...	...	10 8	10 8	17 7	18 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	15 8	16 0	320 0	320 0	10 0	10 0
Burdwan	14 14	14 14	...	...	13 8	12 0	15 0	15 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	19 0	18 8	90 0	90 0	10 8	10 0
Birbhum	10 8	10 8	...	...	13 8	12 0	18 0	16 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 8	12 0	160 0	160 0	11 0	11 0
Murshidabad	14 0	14 0	...	...	10 0	10 0	15 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Sonthal Parganas	12 0	12 8	...	...	11 8	11 8	17 0	17 0	...	...	...	...	...	...	...	...	15 0	15 0	21 0	21 0	22 8	22 8	120 0	120 0	10 0	10 0
Pabna	17 4	17 4	22 0	22 8	6 0	6 0	12 0	13 2	...	...	...	...	...	...	...	...	14 4	17 0	...	...	...	...	200 0	200 0	9 12	9 12
Bogra	12 0	13 8	...	...	7 8	8 4	13 8	15 0	...	...	...	...	...	...	...	...	15 0	13 8	...	...	22 8	21 0	90 0	90 0	8 10	8 1
Rajshahi	16 8	16 8	21 0	22 8	9 0	8 4	12 12	12 12	...	...	...	...	...	...	...	...	21 0	21 0	...	...	21 0	20 14	240 0	240 0	8 13	9 0
Malda	17 0	17 0	...	...	10 0	10 0	15 0	15 0	...	...	17 0	...	...	...	13 0	13 0	16 0	16 0	25 0	...	12 0	13 0	120 0	160 0	9 0	9 0
Northern—																										
Rangpur	14 8	14 6	...	14 0	10 3	9 0	11 0	11 4	...	...	...	...	...	...	...	...	18 0	18 8	...	...	11 0	11 0	60 0	60 0	9 0	9 0
Dinajpur	14 6	14 6	12 8	11 0	12 4	9 8	15 8	15 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	20 0	20 0	160 0	160 0	10 0	10 0
Jalpaiguri	13 0	13 0	13 0	13 0	8 8	8 0	13 8	12 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	13 0	13 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	11 8	10 8	...	...	8 0	8 0	16 0	15 12	...	...	...	...	...	...	...	...	18 6*	18 6*	...	...	18 6	17 2	80 0	80 0	10 8	10 8
Cuttack	13 2	13 2	...	...	10 8	10 8	15 12	15 12	...	...	...	...	...	...	...	...	15 12*	19 11*	...	...	21 0	21 0	80 0	80 0	9 4	10 12
Balasore	14 0	14 0	8 0	10 0	12 0	11 0	19 0	19 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	11 0	10 0	130 0	130 0	10 8	11 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	13 4	16 0	12 0	11 0 to 13 0	12 0	16 e to 20 0	16 8 and 17 0	...	...	...	...	...	...	...	...	18 0	16 0	32 0	...	20 0	17 0	...	...	9 2	9 2
Lohardaga	7 8 to 11 0	8 0 to 11 0	16 0	17 0	10 0 to 14 0	13 0	16 0 to 18 0	16 0 to 18 0	...	...	...	...	32 0	35 0	...	...	13 0	14 0	19 0 to 20 0	20 0*	18 0	18 8	200 0	160 0	8 12	9 0
Palámau	12 15	14 0	23 10	23 10	11 4	15 3	16 14	16 5	...	...	...	...	...	...	...	...	19 2	20 4	23 10	23 10	...	...	...	...	9 11½	8 11½
Hazáribágh	12 0 to 12 8	12 0	16 0	16 0	8 0	8 0	13 0 and 15 8	16 8 to 17 0	...	...	...	...	21 0	24 8 to 25 0	...	...	16 0	16 0	18 0	19 0 to 20 0	18 0	17 0	240 0	240 0	9 8	9 8

Kalai.

(*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1893—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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, cadian 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.
Bihár, south—																										
Monghyr	18 14	16 0 to 18 0	16 12	19 0	13 2	12 8	16 12	17 0	21 0	18 0	...	...	...	...	13 14	9 0	27 5	25 0	21 0	22 0	21 0	21 0	126 0 to 168 0	120 0	10 8	9 8
Gaya	15 0	15 0	21 0	20 0	11 0	10 8	17 0	17 8	...	20 0	...	...	...	22 0	17 0	15 4	20 0	19 0	21 0	20 8	21 0	20 0	120 0	120 0	10 0	10 0
Patna	18 0 and 19 0	17 0 and 18 0	26 0	24 0	11 0	11 0	20 0	21 0	...	...	...	...	...	...	20 0	20 0	28 0	30 0	25 0	27 0	27 0	27 0	130 0	130 0	11 0	11 0
Shahabad	14 0	13 8	20 0	20 0	9 0	9 0	17 0	16 0	...	...	...	...	...	...	...	...	23 0	23 0	20 0	22 0	22 0	20 0	160 0	160 0	10 0	10 0
Bihár, north—																										
Purnea	16 0	16 0	...	...	15 0	10 0	17 0	16 0	..	...	...	...	...	...	...	...	26 0	20 0	...	...	20 0	16 0	320 0	320 0	9 0	9 0
Bhágalpur	17 8	16 6	20 3	20 3	14 8	10 11	17 8	17 8	...	...	...	...	...	...	...	...	20 3	20 3	25 4	25 0	20 3	20 3	151 8	151 8	10 0	10 1
Darbhanga	14 14	14 13	17 11	17 9	12 0	10 0	17 7	17 8	...	...	...	...	27 10	27 8	13 3	13 3	24 4	24 3	24 5	24 3	23 2	23 0	176 0	176 0	11 0	11 0
Muzaffarpur	13 8	13 8	19 0	18 0	8 0	8 0	15 12	15 0	...	...	...	...	19 0	19 0	...	...	21 0	21 0	20 0	21 0	20 8	21 0	160 0	160 0	11 0	11 0
Saran	15 0	15 0	19 0	18 12	12 0	12 0	17 0	16 0	...	...	...	...	22 0	22 0	18 0	18 0	23 8	24 0	23 0	23 8	22 8	23 8	200 0	200 0	9 12	10 0
Champaran	13 8	13 4	...	...	8 4	8 4	18 0	19 0	...	...	...	...	25 0	24 8	...	...	22 8	22 8	21 4	22 8	23 8	22 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	19 0	19 0	8 0	8 0	12 0	12 0	20 0	19 0	21 0	20 0	18 0	18 0	11 0	12 0	20 0	20 0	20 0	20 0	22 0	22 0	80 0	80 0	10 0	9 8
Benares	15 7	15 7	20 5	22 6	10 4½	10 0	13 2½	14 12	19 12½	22 4	20 5½	21 5	...	...	15 11½	15 11½	21 0	20 10	22 4	21 15	19 4	19 12	105 0	105 0	9 9	9 3
Ghazipur	14 0	14 0	20 0	21 8	7 12	7 8	11 12	11 8	21 4	25 0	20 8	21 0	...	...	18 8	18 0	20 8	20 8	20 0	20 0	20 8	23 0	160 0	160 0	9 14	9 14
Jaunpur	15 0	15 0	21 0	22 0	7 0	7 0	12 4	12 8	...	...	21 0	...	...	24 0	...	...	20 0	22 8	21 0	19 0	22 8	23 0	170 0	170 0	10 0	10 0
Allahabad	14 2	13 10	20 8	20 8	10 8	8 0	14 0	12 0	24 0	24 0	22 0	22 0	...	21 0	18 8	18 8	23 4	24 8	19 8	20 0	20 8	20 4	82 8	95 0	10 0	10 4
Central—																										
Bánda	13 12	13 12	19 0	19 0	7 8	7 8	14 0	14 0	32 0	35 0	24 0	24 0	...	...	...	...	26 0	26 0	...	...	25 0	26 0	160 0	180 0	9 8	9 8
Fatehpur	14 4	14 4	20 0	20 0	13 8	7 0	15 0	13 8	25 0	25 0	23 0	23 0	...	...	...	...	23 0	23 0	...	...	23 0	23 0	160 0	160 0	10 8	10 0
Hamirpur	15 0	15 12	19 8	20 8	7 8	7 8	12 6	12 8	29 12	29 12	25 0	25 0	...	...	...	...	27 8	28 8	...	...	...	...	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	21 0	21 0	9 0	9 0	10 0	10 0	26 0	26 0	22 0	22 0	...	...	16 0	16 0	25 0	25 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	17 8	17 0	25 8	25 8	7 0	7 0	13 0	13 0	26 0	27 0	25 0	25 0	...	...	20 0	19 8	25 0	26 0	26 0	27 0	24 0	24 8	120 0	110 0	11 8	11 8
Etáwah	16 4	16 4	22 8	22 8	5 0	5 0	14 0	14 0	24 8	24 8	23 8	23 8	24 0	24 0	16 0	16 0	25 0	25 8	24 4	24 4	25 0	26 0	140 0	140 0	10 8	11 8
Farukhabad	14 8	15 0	22 8	21 0	5 4	5 4	6 4	6 4	22 8	21 12	23 12	23 8	...	...	...	...	24 0	24 8	25 0	15 0	23 12	23 12	130 0	130 0	10 0	10 0
Mainpuri	17 4	17 8	22 8	23 8	4 8	4 8	10 0	10 0	23 8	23 8	22 8	22 8	...	...	...	...	25 8	25 8	25 8	25 8	25 8	25 8	160 0	160 0	10 4	10 4
Etah	18 8	18 8	25 8	25 8	6 0	6 0	11 8	12 0	24 8	24 8	21 8	22 8	21 8	21 8	10 8	10 8	22 8	22 8	27 8	27 8	15 8	15 8	110 0	110 0	10 0	10 0
Western—																										
Jhánsi	17 0	16 12	20 0	20 0	6 4	6 8	12 0	12 12	23 4	24 0	19 8	19 8	...	...			20 8	22 4	23 12	24 0	25 0	24 8	160 0	160 0	10 4	10 4
Agra	16 0	16 0	27 0	26 0	5 0	5 0	8 0	8 0	26 8	26 0	23 0	22 0	...	...	10 0	10 0	28 0	27 8	20 0	26 0	16 0	10 0	95 0	95 0	11 0	11 0
Muttra	17 8	18 0	27 0	27 0	7 0	7 0	12 8	12 8	29 0	29 0	22 0	22 0	...	...	8 0	8 0	28 0	31 0	28 0	27 0	27 0	27 0	120 0	110 0	11 0	11 0
Aligarh	19 0	19 0	28 0	28 0	5 8	5 8	9 8	9 0	30 0	28 0	25 0	22 0	...	...	16 0	13 0	33 0	32 0	32 0	29 0	32 0	25 0	140 0	155 0	11 4	11 4
Bulandshahr	20 4	19 9	27 8	30 0	6 0	9 0	10 4	10 8	29 0	31 0	23 0	24 0	...	...	12 0	14 0	32 4	30 8	28 8	28 0	20 0	21 0	120 0	120 0	10 8	10 12
Sub-montane—																										
Ballia	14 8	14 8	22 0	21 0	10 8	10 4	16 0	16 0	21 0	22 0	...	...	...	24 0	...	...	22 8	22 8	22 0	22 0	23 0	24 0	115 0	115 0	11 0	11 0
Azamgarh	15 8	14 0	20 0	22 2	7 8	8 14	14 12	14 12	...	...	...	...	...	...	...	...	20 8	20 8	...	...	16 4	15 4	177 8	177 8	9 13	9 13
Gorakhpur	13 8	13 8	19 12	19 12	9 0	9 0	16 3	17 0	...	...	...	...	25 3	25 3	21 8	21 8	22 6	21 8	19 12	21 8	22 6	21 8	140 0	140 0	8 12	9 2
Basti	17 0	17 8	19 0	19 8	8 12	8 12	32 0‡	32 0‡	14 0	14 0	...	...	16 0	16 0	10 0	10 0	21 0	21 0	24 0	24 0	25 0	25 0	160 0	160 0	10 0	10 0
Sháhjahánpur	17 0	16 12	28 0	28 0	7 8	8 0	8 0	8 4	23 0	...	23 0	23 0	...	...	24 0	26 0	25 4	23 4	26 0	25 0	22 8	22 8	120 0	120 0	9 4	10 0
Budaun	16 8	16 12	25 0	25 0	7 0	7 0	15 0	15 0	24 8	25 0	21 8	22 0	...	...	10 0	12 0	25 8	25 0	27 0	27 0	25 0	25 0	144 0	144 0	10 4	10 4
Filibhit	15 4	14 9	23 12	25 0	12 8	14	16 4	16 4	21 0	...	20 4	18 12	...	...	...	...	24 0	26 8	27 8	27 8	...	...	135 0	130 0	10 0	10 0
Bareilly	14 1	14 1	21 4	21 4	5 5	14	11 5	11 6	23 7	24 6	20 0	21 1	...	...	11 4	11 4	24 1	24 10	26 7	27 6	20 0	20 0	125 0	125 0	8 12	8 3
Moradabad	16 12	16 12	26 0	26 0	6 4	6 4	12 8	12 8	25 0	25 0	22 0	22 0	...	...	15 0	15 0	26 4	26 4	31 0	31 0	21 0	21 0	100 0	100 0	10 0	7 0
Naini Tal	12 0	12 0	27 8	20 0	4 0	4 0	8 0	19 0	30 0	28 12	20 0	20 0	...	...	25 0	25 0	17 8	17 8	28 8	30 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	11 0	15 0	15 4	9 8	10 0	11 4	12 6	24 12	...	...	...	20 0	20 0	...	...	14 12	14 12	23 10	...	19 2	18 0	135 0	135 0	10 6	7 8
Bijnor	18 0	18 4	29 13	30 2	10 6	11 4	11 4	12 6	24 12	...	21 6	21 4	...	...	...	...	24 12	24 12	...	...	...	...	132 0	132 0	11 0	10 4
Muzaffarnagar	21 5½	22 4	32 13	32 13	5 8	5 8	12 1½	12 1	26 6½	24 6	23 10	23 10	...	...	6 9½	6 9½	28 9½	27 0	26 6½	26 6	13 3	13 3	132 0	132 0	11 0	11 0
Meerut	19 0	18 12	28 0	28 0	4 8	4 8	12 0	12 0	25 0	25 0	22 0	20 0	10 0	10 0	10 0	10 0	27 0	26 12	25 0	25 8	25 0	26 0	100 0	100 0	10 8	10 0
Saháranpur	20 0	20 0	30 0	30 0	5 4	5 4	10 8	10 8	28 0	24 4	23 0	23 6	30 0	30 0	24 0	24 0	29 0	29 0	26 0	26 0	16 0	16 0	120 0	110 0	10 0	10 0
Dehra Dún	18 0	17 8	25 0	25 0	10 0	10 8	10 8	10 8	21 0	20 0	24 0	19 0	22 0	20 0	...	...	25 0	25 0	25 0	22 0	...	...	160 0	160 0	10 0	10 0
Garhwál	14 0	14 0	15 0	15 0	7 0	7 0	13 0	13 0	..	...	...	...	16 0	22 0	27 0	27 0	10 0	10 0	...	...	8 0	8 0	160 0	160 0	5 14	5 14
Oudh—																										
Southern—																										
Partabgarh	15 0	15 0	20 0	22 0	9 0	9 0	15 0	15 8	20 0	...	19 0	20 0	...	...	...	...	19 8	20 8	...	...	14 0	14 0	140 0	120 0	10 0	9 12
Sultanpur	16 8	16 0	20 0	20 8	8 0	8 0	14 0	16 0	19 0	19 0	16 0	16 0	32 0	32 0	18 0	18 0	21 8	21 8	21 0	21 0	21 8	21 8	160 0	160 0	10 8	10 0
Rae-Bareli	16 0	17 2	21 0	21 0	7 8	7 8	14 8	16 0	21 4	22 0	21 12	22 8	25 0	26 0	20 0	20 0	27 0	26 0	20 0	20 0	22 0	23 0	180 0	180 0	10 8	10 0
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	14 0	24 0	26 0	24 0	24 0	24 0	24 0	9 0	...	25 0	23 0	28 0	28 0	23 0	22 8	160 0	160 0	10 8	10 0
Lucknow	17 0	17 0	26 0	26 0	6 0	6 0	16 0	16 0	23 8	26 0	23 0	24 0	...	...	22 8	23 8	27 0	28 0	23 0	24 0	22 0	22 8	120 0	120 0	10 0	10 0
Hardoi	19 0	19 0	26 0	26 0	7 0	7 0	20 0	20 0	30 0	30 0	28 0	28 0	...	...	29 0	...	30 0	30 0	30 0	32 0	16 0	16 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 14	16 6	24 2	23 8	11 7	11 5½	16 5½	16 5½	23 5	22 5½	23 8	22 0	...	...	14 0	15 0	24 12	24 5½	23 0	23 0	23 2½	23 3½	140 0	140 0	10 8	10 8
Barabanki	16 0	16 4	21 0	21 8	8 0	8 0	13 0	13 8	21 0	21 8	18 0	18 8	24 0	24 0	16 0	16 0	25 0	24 8	23 0	22 0	23 0	22 0	200 0	200 0	10 8	10 8
Gonda	15 8	15 8	18 12	18 0	12 0	12 0	14 0	14 0	20 0	20 0	20 0	20 0	...	...	12 0	12 0	21 12	21 3	25 8	26 8	23 8	23 8	160 0	160 0	10 8	10 8
Bahraich	16 0	16 0	24 0	24 0	10 8	10 8	14 0	14 0	28 0	28 0	22 0	21 0	44 0	44 0	11 0	11 0	25 0	25 0	27 0	28 0	26 0	26 0	160 0	160 0	10 8	10 5
Sítapur	16 0	16 0	28 0	28 0	10 0	10 0	15 0	15 0	25 0	26 0	26 0	25 0	...	...	...	...	25 0	25 0	28 0	30 0	28 0	27 0	24 0	24 0	10 0	10 0
Kheri	16 0	16 0	...	...	8 0	8 0	14 0	13 0	28 0	27 0½	...	...	...	...	...	...	28 8	28 0	...	...	26 0	25 0½	160 0	160 0	9 4	9 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	13 12	23 12	27 8	7 8	7 8	11 4	11 4	20 0	20 0	13 12	15 0	...	...	...	...	25 0	22 8	21 4	20 0	25 0	28 2	...	...	14 12	14 12
Bánswára	21 4	21 4	25 0	25 0	10 0	10 0	15 0	14 6	...	...	...	...	...	...	...	...	33 12	32 8	20 0	20 0	17 8	17 8	...	...	10 0	9 6
Meywar (Oodeypore)	13 4½	12 8	34 6	34 6	10 8½	8 9½	11 5½	9 6	25 0	28 2	17 3	15 10	*Nil*	*Nil*	16 6½	14 1	20 5	21 14	29 11	29 11	9 12½	10 2½	160 0	160 0	9 12½	9 12½
Sirohee	14 0	14 0	26 0	26 0	5 0	5 0	6 0	6 0	22 0	16 0	16 0	16 0	...	...	...	...	21 0	21 0	20 0	20 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 14	16 8	26 9	27 7	...	...	7 4	8 0	22 0	20 0	18 4	19 4	...	...	...	...	26 9	27 0	...	...	...	...	160 0	160 0	11 12	12 0
Ajmere	15 13	16 0	31 11	30 5	5 0	5 0	8 5	8 5	32 0	31 0	22 5	23 5	...	...	15 0	15 0	31 0	27 0	31 0	29 8	...	...	90 0	90 0	12 0	12 8
Abu	13 8	13 6	22 0	21 8	5 8	5 8	7 0	7 2	17 8	16 6	14 8	14 6	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	11 0	12 4
Kishengarh	15 4	12 8	32 8	33 0	8 8	9 8	8 8	8 0	33 8	33 0	24 8	21 8	†	†	†	†	33 0	32 0	34 0	30 0	†	†	*	*	12 4	12 0
Boondee	21 0	18 0	37 8	36 4	8 8	7 8	9 0	8 0	36 4	31 4	20 0	...	...	...	...	...	32 0	32 0	30 0	30 0	27 0	27 0	160 0	160 0	9 0	9 0
Kotah	13 0	13 0	27 0	27 0	5 0	5 0	6 0	6 0	26 0	26 0	14 0	14 0	...	...	...	...	46 4	42 8	45 0	42 8	...	...	240 0	240 0	9 0	10 0
Jhallawar	14 5½	13 13	19 14	17 4½	7 3	7 1	10 5	10 3	22 9	22 9	14 6½	14 0	...	...	...	...	28 14	24 12	25 7	24 12	9 2½	9 6	175 0	175 0	9 6	10 3
Tonk	15 0	13 0	30 0	30 0	5 0	8 0	8 0	13 0	33 0	33 0	23 0	23 8	...	...	14 6½	14 6½	29 0	29 0	31 0	32 8	...	...	120 0	90 0	9 10	9 8
Jeypore	16 8	16 4	31 12	30 8	5 0	5 0	7 4	7 4	28 0	28 0	23 0	22 8	†	†	13 0	13 0	28-12 & 29 8	27-4 & 29 8	31 8	31 8	26 0	26 0	90 0	90 0	11 0	11 0
Kerowlee	18 12	18 7	31 4	30 0	10 0	10 0	10 10	10 10	32 8	26 4	24 11	24 11	...	...	15 10	20 0	32 8	32 8	...	...	37 8	37 8	200 0	200 0	10 0	10 0
Dholpur	17 6½	16 14½	30 6	29 15⅝	8 2½	7 15⅝	9 4½	9 9	30 0½	29 6½	26 7	26 0½	...	...	16 14	16 14	29 7⅞	28 15⅝	...	...	31 8	31 0½	90 0	90 0	10 15½	10 15½
Bhurtpore	18 8	18 0	29 4	28 4	5 2½	5 2½	5 5½	5 5½	32 9½	30 4	23 0	22 5½	...	...	11 12	11 12	31 12	31 4	34 0	24 0	25 0	25 0	120 0	120 0	11 0	11 0
Ulwur	18 9	18 1	32 12	31 13	6 10	6 10	8 14	8 14	35 5	32 12	25 8	22 15	...	...	16 0	16 0	34 14	30 5	32 4	30 3	30 10	30 10	120 0	120 0	11 6	11 7
Deoli Cantonment	14 8	14 8	35 6	39 1½	4 0	4 0	7 0	7 0	33 0	33 0	27 8	26 1½	...	...	...	...	31 13	32 0	...	...	...	...	200 0	200 0	11 0	10 13
Nusseerabad Cantonment	16 0	15 0	...	...	6 4	6 4	7 0	6 8	30 0	30 0	21 0	20 0	†	†	...	...	32 0	30 0	...	...	24 0	24 0	90 0	95 0	11 8	11 4
Hilly Tracts of Meywar	15 0	15 0	32 0	25 0	...	...	16 0	15 0	...	...	...	...	...	...	...	...	28 0	27 0	22 0	22 0	...	...	‖	‖	11 0	11 0
Bálmer	15 7	15 7	...	...	5 3	5 3	7 8	7 8	...	...	26 0	26 0	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	14 5½	14 7	23 0	23 0	6 0	7 6	7 8	...	...	...	15 0	15 0	...	...	...	...	19 0	19 2	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	15 0	11 4	38 0	41 0	6 0	9 0	6 10	11 8	40 0	35 0	20 0	22 0	...	...	...	...	37 0	30 0	...	35 8	...	...	160 0	160 0	10 12	10 8
Western—																										
Jodhpore	14 6 and 16 4	14 11 and 16 4	26 4	25 0	6 4	6 4	7 8	7 8	25 0	23 12	17 8 and 18 12	16 4 and 21 4	...	...	...	...	25 0 and 26 14	22 8 and 23 7	18 12	18 12	11 4	11 4	...	...	12 8	12 8
Jeysulmere	14 0	14 0	...	...	6 6	6 6	9 6	9 10	24 0	24 0	22 6	22 12	...	...	...	...	14 10	14 8	...	...	11 0	11 0	240 0	240 0	21 0	21 0
Bickaneer	12 8	12 8	...	...	3 0	3 0	6 8	6 8	...	...	20 0	18 7½	...	...	...	...	25 0	26 9½	...	...	...	...	80 0	80 0	12 0	12 0
Central India—																										
Indore	15 0	15 0	20 0	20 0	8 8	8 8	9 8	9 8	24 0	24 0	18 0	20 0	...	...	...	...	24 0	23 8	30 0	30 0	19 0	18 0	120 0	120 0	10 8	10 8
Nimach Cantonment	16 0	14 8	...	...	8 0	8 0	12 0	12 0	28 0	28 0	20 0	20 0	†	†	...	...	26 0	25 0	...	...	22 0	22 0	140 0	140 0	11 0	11 0
Goona	18 0	17 8	22 0	22 0	7 0	7 0	8 0	8 0	30 0	26 0	15 0	...	...	...	...	...	31 0	30 0	35 0	32 0	...	...	240 0	240 0	10 0	10 0
Gwalior	17 8½	16 11½	22 5	21 4	5 5	5 5	8 8	8 8	25 8	23 14½	22 5	23 6	...	...	12 12	12 12	19 6¼	19 10½	23 6	24 15½	17 12¼	18 1	170 0	170 0	10 14½	10 14½

• Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1893—*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.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Baira or cumbu (*Pennisetum typhoideum*). Present fortnight.	Baira 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.
Panjab—																										
Southern—																										
Hissar	21 0	20 0	45 0	45 0	...	...	12 0	12 0	41 0	39 0	31 0	29 0	†	†	†	†	43 0	40 0	†	†	†	†	80 0	100 0	11 0	11 0
Ferozepore	23 0	21 0	40 0	40 0	...	...	10 0	10 0	39 0	35 0	26 0	25 0	‡	‡	20 0	20 0	39 0	36 0	35 0	33 0	11 0	11 0	90 0	90 0	12 4	12 12
Montgomery	22 0	22 0	32 0	30 0	...	...	12 0	11 0	25 0	25 0	22 0	22 0		†	30 0	30 0	39 0	38 0	32 0	26 0	10 0	10 0	220 0	220 0	12 8	11 8
Central—																										
Gurgáon	20 0	20 0	36 0	35 0	...	...	8 0	8 0	37 0	34 0	28 0	24 0	†	†	†	†	32 0	30 0	22 0	22 0	27 0	25 0	100 0	100 0	10 8	10 0
Delhi	21 0	20 0	32 0	31 0	...	...	11 0	11 0	30 0	30 0	25 0	25 0	†	†	12 0	12 0	31 0	29 0	27 0	26 0	24 0	24 0	80 0	80 0	10 0	10 0
Rohtak	20 0	20 0	35 0	34 0	...	...	11 0	11 0	32 0	32 0	22 0	24 0	†	†	12 0	12 0	33 0	32 0	25 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	21 0	21 0	30 0	30 0	...	...	11 0	12 0	30 0	30 0	22 0	22 0	30 0	30 0	16 0	16 0	34 0	34 0	30 0	30 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	21 0	21 0	34 0	34 0	...	...	11 0	11 0	36 0	33 0	19 0	19 0	‡	‡	24 0	24 0	35 0	33 0	31 0	31 0	12 0	11 0	85 0	80 0	12 0	12 0
Sub-montane—																										
Umballa	25 0	25 0	38 0	35 0	...	...	11 0	13 0	37 0	35 0	22 0	22 0	‡	‡	8 0	8 0	34 0	34 0	37 0	35 0	‡ 0	‡	130 0	120 0	12 4	12 4
Ludhiána	25 0	25 0	45 0	45 0	...	...	13 0	12 0	36 0	36 0	28 0	26 0	‡	‡	20 0	20 0	38 0	37 0	39 0	37 0	15 0	15 0	100 0	120 0	13 0	13 0
Jullundur	27 0	26 0	45 0	40 0	...	...	8 0	8 0	40 0	40 0	28 0	28 0	‡	‡	20 0	18 0	37 0	33 0	37 0	36 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	25 0	24 0	37 0	31 0	...	...	10 0	10 0	37 0	29 0	24 0	20 0	16 0	14 0	20 0	16 0	36 0	32 0	34 0	30 0	10 0	8 0	110 0	110 0	12 0	11 12
Gurdáspur	26 0	26 0	32 0	32 0	...	...	14 0	14 0	40 0	32 0	26 0	26 0	26 0	26 0	12 0	12 0	32 0	32 0	32 0	28 0	‡	‡	120 0	120 0	11 8	11 8
Amritsar	25 0	23 0	44 0	37 0	...	...	11 0	11 0	34 0	32 0	21 0	21 0	†	†	23 0	22 0	34 0	32 0	33 0	31 0	‡	‡	90 0	90 0	12 0	12 0
Hills—																										
Simla	16 0	17 0	21 0	20 0	...	...	9 0	8 0	18 0	18 0	15 0	16 0	20 0	20 0	13 0	14 0	23 0	23 0	22 0	21 0	10 0	11 0	90 0	90 0	9 0	9 0
Kángra	15 0	17 0	18 0	18 0	...	...	11 0	11 0	11 0	10 0	11 0	11 0	21 0	21 0	6 0	6 0	20 0	19 0	20 0	18 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	21 0	19 0	40 0	39 0	...	...	13 0	13 0	32 0	30 0	‡	20 0	‡	‡	‡	‡	32 0	30 0	26 0	26 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	20 0	19 0	34 0	34 0	...	...	12 0	12 0	31 0	31 0	24 0	20 0	‡	‡	16 0	16 0	32 0	32 0	26 0	24 0	‡	‡	90 0	90 0	12 8	12 8
Gujrát	22 0	21 0	32 0	32 0	...	...	12 0	12 0	26 0	24 0	24 0	24 0	‡	‡	10 0	10 0	28 0	27 0	26 0	24 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	22 0	21 0	40 0	35 0	...	...	12 0	12 0	36 0	32 0	25 0	26 0	‡	‡	*	*	31 0	30 0	28 0	27 0	‡	‡	100 0	90 0	13 0	13 0
Ráwalpindi	20 0	19 0	30 0	31 0	...	...	7 0	7 0	30 0	30 0	22 0	22 0	‡	‡	16 0	16 0	30 0	28 0	25 0	25 0	*	*	64 0	64 0	13 8	12 8
Hazára	17 0	16 0	26 0	26 0	...	...	12 0	12 0	‡	‡	16 0	16 0	‡	‡	‡	‡	24 0	23 0	21 0	19 0	†	†	140 0	140 0	10 8	10 8
Pesháwar	17 0	16 0	27 0	27 0	...	...	9 0	9 0	24 0	24 0	18 0	16 0	‡	‡	17 0	14 0	25 0	24 0	24 0	23 0	24 0	24 0	98 0	92 0	44 0	44 0
Kohát	18 0	17 0	31 0	30 0	...	...	12 0	12 0	23 0	23 0	24 0	23 0	†	†	20 0	20 0	32 0	28 0	25 0	24 0	‡	‡	175 0	175 0	50 0	50 0
Western—																										
Sháhpur	26 0	24 0	36 0	36 0	...	...	9 0	9 0	34 0	34 0	32 0	32 0	24 0	24 0	24 0	24 0	40 0	40 0	24 0	24 0	†	†	200 0	200 0	13 0	13 0
Jhang	25 0	22 0	35 0	32 0	...	...	10 0	8 0	35 0	34 0	30 0	30 0	38 0	40 0	28 0	28 0	35 0	33 0	30 0	30 0	10 0	10 0	200 0	200 0	12 0	12 4
Mooltan	19 0	19 0	29 0	29 0	...	...	12 0	12 0	24 0	22 0	25 0	25 0	†	†	13 0	13 0	27 0	28 0	24 0	24 0	†	†	80 0	80 0	12 4	12 4
Bannu	23 0	23 0	45 0	41 0	...	...	11 0	11 0	35 0	35 0	28 0	27 0	7 0	7 0	6 0	6 0	44 0	45 0	33 0	31 0	14 0	13 0	99 0	90 0	50 0	50 0
D. I. Khan	24 0	24 0	45 0	45 0	...	...	9 0	8 0	30 0	35 0	31 0	30 0	‡	‡	4 0	4 0	37 0	39 0	16 0	16 0	14 0	14 0	101 0	101 0	43 0	40 0
Muzaffargarh	23 0	22 0	30 0	30 0	...	...	14 0	14 0	20 0	20 0	25 0	25 0	‡	‡	‡	‡	27 0	26 0	‡	‡	8 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	15 0	17 0	30 0	29 0	...	...	6 0	7 0	30 0	29 0	25 0	24 0	20 0	20 0	18 0	18 0	27 0	26 0	15 0	15 0	10 0	10 0	100 0	100 0	25 0	25 0
Sind and Baluchistan—																										
Karáchi	14 8	14 0	...	...	8 0	8 0	10 0	10 0	20 0	21 0	16 0	16 0	‡	‡	...	...	20 0	20 0	...	...	9 0 and 10 0	9 0 and 10 0	91 7	91 7	14 8	14 8
Hyderabad	14 0	14 0	...	...	7 0	7 0	9 0	9 0	20 0	20 0	20 0	20 0	‡	‡	...	...	22 0	22 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	13 0	13 2	...	...	13 0	13 0	16 4	16 4	...	...	26 12	27 4	‡	‡	...	...	7 12	7 11	...	...	...	...	112 0	112 0	12 0	12 0
Sukkur (Shikárpur)	17 8	17 8	...	...	7 8	7 8	9 8	9 8	27 0	27 0	23 0	23 0	‡	‡	...	...	24 0	24 0	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	16 0	16 0	...	...	8 0	9 0	9 0	9 0	26 0	26 0	24 0	22 8	‡	‡	...	...	24 0	25 8	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	19 0	...	21 8	22 0	5 0	5 6	7 0	7 12	30 0	36 0	16 0	15 0	...	...	...	6 0	19 0	19 8	19 0	20 0	8 8	9 0	64 0	59 0	9 0	9 10
Bombay—																										
Konkan—																										
Karwar (Kánara)	8 5	8 5	...	...	9 2	9 2	10 13	10 10	15 3	15 3	13 2	13 2	18 0	18 0	...	...	11 9	11 9	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	9 7	8 12	...	...	10 14	10 14	11 6	11 6	15 12	14 7	15 14	14 9	14 2	14 2	...	...	12 8	12 8	...	...	...	...	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	7 3	7 3	10 13	10 13	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	89 10	89 10	12 12	12 12
Bombay	10 6	10 6	...	...	5 12	5 12	7 13	7 2	13 8	13 8	13 15	13 15	14 10	14 1	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	9 7	9 7
Tanna	12 12	12 12	...	...	7 6	7 6	10 3	10 3			15 5	11 6	*	*	...	...	14 3	14 3	...	...			93 9	99 9	12 4	12 4
Deccan—																										
Dharwar	11 0	11 0	...	...	9 14	9 14	10 6	10 6	20 4	17 9	20 11	21 10	*	*	...	...	12 3	12 3	...	...	16 13	15 1	88 14	100 0	10 8	10 2
Belgaum	11 10	11 10	...	...	11 13	10 1	12 1	11 8	21 12	20 1	21 7	21 7	24 0	23 0	...	...	16 0	14 0	...	...	17 10	16 9	92 7	86 1	11 1	11 0
Satara	12 5	12 5	...	...	9 10	9 10	10 14	10 2	15 14	15 14	16 0	16 0	*	...	...	...	14 7	14 7	...	...	*	...	114 0	114 0	11 15	11 15
Sholapur	13 1	13 1	...	...	7 11	7 11	11 5	11 5	17 0	17 0	18 12	18 12	*	*	...	...	18 0	18 0	...	...	*	*	80 0	80 0	11 10	11 10
Bijápur	12 7	13 5	...	...	6 15	6 15	11 6	10 15	19 11	20 9	21 2	21 2	*	*	...	...	14 9	15 0	...	...	*	*	80 0	80 0	12 5	11 0
Poona	11 10	11 10	...	...	9 11	9 1	10 13	9 10	16 7	16 7	16 2	14 15	15 13	15 13	...	...	17 4	17 4	...	...	22 1	18 6	86 14	86 14	11 5	11 5
Khandesh—																										
Ahmadnagar	15 15	15 15	...	...	9 9	8 13	10 9	10 9	19 4	19 4	19 9	17 9	*	*	...	...	22 3	19 7	...	...	26 9	26 9	106 0	91 0	12 6	12 6
Násik	15 12	15 12	...	...	8 14	8 14	11 10	...	...	...	15 9	14 13	19 9	19 6	...	...	17 13	17 12	...	...	...	...	128 0	128 0	12 1	10 6
Dhulia (Khandesh)	17 8	16 10	...	...	6 8	6 8	10 6	10 6	22 7	22 7	20 3	20 3	*	*	...	...	14 14	14 14	...	...	...	...	80 0	80 0	10 9	10 9
Gujerat—																										
Surat	12 0	11 1	...	...	7 6	7 6	8 5	8 5	14 13	13 6	13 14	13 6	*	*	...	...	14 13	14 13	...	...	17 9	18 8	91 6	82 10	12 0	12 0
Broach	14 0	14 0	...	...	7 0	7 0	10 0	10 0	16 0	16 0	16 0	16 0	*	*	...	...	21 0	21 0	19 0	18 0	*	*	100 0	100 0	13 4	13 4
Kaira	13 0	13 0	...	...	8 0	8 0	13 0	13 0	19 0	19 0	16 0	16 0	27 0	20 0	...	...	19 0	18 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	10 0	10 0	...	...	6 8	6 8	9 0	9 0	16 0	16 0	14 8	14 8	*	*	...	...	15 0	15 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	14 0	14 0	...	...	10 0	10 0	11 0	11 0	22 8	22 0	17 8	17 0	26 0	25 0	...	...	20 0	21 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	12 0	12 0	...	...	10 0	10 0	11 8	11 8	...	20 0	15 0	15 0	20 0	20 0	...	...	22 8	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 8	14 8	...	...	7 0	7 0	9 0	9 0	18 0	18 0	16 0	16 0	*	*	...	...	19 0	18 8	...	...	*	*	140 0	142 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	13 14	...	...	6 0	6 0	7 0	7 0	18 8	17 6	15 6	15 6	*	*	...	...	20 0	17 13	...	...	*	*	80 0	80 0	70 2	81 10
Central Provinces—																										
Western—																										
Nimar	17 14	17 14	...	...	6 12	6 12	12 7	12 7	24 13	24 13							19 1	19 1	...	...	11 10	11 10	100 0	100 0	11 5	11 5
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	20 0	20 0	20 0	20 0	...	...	...	...	20 0	19 0	...	...	...	...	160 0	160 0	9 0	9 0
Hoshangabad	19 3	18 7	...	...	7 8	7 8	10 4	10 4	31 2	31 2	..	..	...	...	...	...	33 3	33 3	...	...	18 0	18 0	140 0	140 0	9 0	9 0
Betúl	20 9	20 9	...	...	...	...	10 13	10 11	27 7	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	16 14	16 14	...	...	8 14	8 14	11 7	13 5	28 14	28 14	...	...	...	...	...	...	20 12	19 0	...	...	10 5	12 0	120 6	160 0	8 0	7 8
Nágpur	18 12	18 2	...	...	10 0	10 0	11 14	11 14	20 0	19 6	..	..	...	...	...	...	18 12	18 2	...	...	12 8	12 8	125 0	115 0	11 0	10 0
Wardha	16 0	16 0	...	...	7 4	7 4	10 0	10 0	20 0	17 12	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	18 0	18 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	21 0	21 0	...	...	19 0	19 3	120 0	120 0	9 2	9 2
Saugor	15 7	15 7	...	...	9 6	9 6	9 13	9 13	30 0	...	...	...	...	...	...	...	24 12	24 12	...	...	16 13	16 13	130 0	130 0	9 4	9 4
Damoh	20 0	18 11	...	...	12 15	10 4	14 3	12 0	28 0	...	...	...	...	...	...	...	26 3	26 0	...	...	10 12	...	160 0	160 0	9 2	9 2
Jubbulpore	19 0	17 12	...	...	10 8	10 0	15 0	14 0	25 0	24 8	...	...	...	...	...	...	23 8	23 0	...	...	13 0	13 4	125 0	120 0	9 4	9 4
Baghalkhand (Sutna)	14 13	14 12½	20 0	20 0	8 0	8 0	15 0	15 0	25 0	25 0	20 0	20 0	*	*	10 0	10 0	20 0	20 0	25 0	20 0	24 0	24 0	140 0	130 0	10 0	10 0
Mandla	21 0	19 0	...	...	13 0	13 0	15 0	14 0	...	...	...	...	...	...	...	...	25 0	24 0	...	...	13 0	13 0	200 0	200 0	8 0	8 0
Seoni	25 0	19 7	...	...	8 10	8 10	11 8	11 8	...	...	...	...	...	...	...	...	19 7	19 7	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	16 0	16 0	...	...	11 0	11 0	20 0	16 0	...	...	...	...	...	...	...	...	11 0	13 0	...	...	11 0	11 0	125 6	120 0	8 0	8 0
Bhandára	18 12	16 0	...	...	...	...	13 4	13 *	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 12	12 8	260 0	200 0	9 0 0	9 0 0
Chánda	16 8	14 10	...	...	...	...	12 0	12 13	16 4	16 4	...	...	...	...	...	...	13 14	13 14	...	...	14 0	14 0	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	25 13	24 5	...	...	2 5	12 5	19 3	16 15	...	...	...	...	...	...	...	...	16 12	17 14	...	...	12 0	10 14	100 0	80 0	8 0	8 0
Raipur	26 9	24 4	...	...	12 8	10 4	25 0	16 15	...	...	...	...	...	...	...	...	18 1	18 10	...	...	10 15	10 15	100 0	100 0	9 0	9 0
Sambalpur	19 4	18 6	...	...	12 4	12 4	16 10	16 10	...	...	...	...	...	...	...	...	17 8	17 0	...	...	9 0	8 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	14 0	13 0	...	...	7 0	7 0	10 0	10 0	21 0	20 0	16 0	16 0	...	...	...	...	16 0	16 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Básim	12 5	12 5	...	...	6 10	9 5	9 8	21 0	17 0	15 0	15 0	...	...	...	...	...	13 0	13 0	...	...	13 0	12 0	76 0	73 0	8 8	8 5
Akola	13 0	12 0	...	...	8 0	8 0	10 0	10 0	18 0	16 0	17 0	17 0	...	...	...	...	17 0	16 0	...	...	11 0	11 0	87 0	87 0	11 0	11 0
Ellichpur	16 0	16 0	...	...	6 0	6 0	8 0	8 0	17 0	18 0	15 0	16 0	...	...	...	...	17 0	17 0	...	...	17 0	17 0	120 0	120 0	10 0	10 8
Amraoti	12 14	12 8	...	...	8 0	8 0	9 13	10 0	17 3	17 0	15 9	16 0	...	...	...	...	16 0	16 0	...	...	12 13	13 0	96 0	96 0	10 0	10 0
Wún	11 0	11 0	...	...	6 0	6 0	7 0	7 0	20 0	16 0	10 0	10 0	...	...	...	...	11 0	11 0	...	...	16 0	16 0	200 0	200 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	10 14	10 8	*	*	6 13	6 13	9 9	9 9	13 3	13 3	17 12	17 12	24 14	24 14	*	*	12 3	11 4	*	*	14 7	14 7	80 0	80 0	9 0	8 12
Bolárum	10 8	11 1	*	*	8 2	8 2	11 11	11 1	12 13	12 13			*	*	*	*	12 2	12 0	*	*	*	*	116 11	116 14	9 0	9 0
Chadarghat	8 8	8 4	*	*	8 8	8 4	12 8	12 4	14 4	14 0	20 8	20 0	*	*	*	*	13 8	13 4	*	*	*	*	120 0	120 0	9 0	8 12

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1893—*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	JAWAR OR CHOLUM (*Sorghum vulgare*). Present fortnight	JAWAR 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, KADALAI OR SUNAGA (*Cicer arietinum*). Present fortnight	GRAM CHENNA, CHOLA, KADALAI OR SUNAGA (*Cicer arietinum*). Past fortnight	MAIZE (*Zea Mays*). Present fortnight	MAIZE (*Zea Mays*). Past fortnight	ARHAR, OR THUR, CADJANG OR PEA (*Cajanus indicus*). Present fortnight	ARHAR, OR THUR, CADJANG OR PEA (*Cajanus indicus*). Past fortnight	PINDJARI. Present fortnight	PINDJARI. 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	8 10	8 10	...	...	10 8	10 8	10 14	10 14	**	**	**	**	19 11	19 11	...	...	9 8	9 9	...	...	...	...	14 0	11 0	136 2	136 2	12 10	12 10
S. Canara	8 2	8 2	...	...	10 10	9 6	12 0	11 5	**	**	**	**	19 5	19 5	...	...	9 8	9 8	...	...	...	...	13 12	13 3	121 8	121 8	14 3	14 3
South, central—																												
Coimbatore	11 8	11 8	...	...	9 14	10 6	10 6	11 5	17 0	16 8	19 2	14 5	19 11	19 11	...	...	9 8	9 9	...	...	...	...	13 8	11 8	131 3	131 3	12 11	12 11
Nilgiris	7 13	7 13	...	...	7 10	8 0	8 0	8 0	16 14	15 6	16 13	15 6	16 10	16 10	...	...	9 8	9 8	...	...	...	...	10 14	11 0	274 3	274 3	11 0	11 0
Salem	7 11	7 11	...	...	9 13	9 6	11 13	9 14	19 10	19 2	18 14	15 6	20 8	20 8	...	...	9 8	9 8	...	...	...	...	11 11	13 8	145 13	145 13	13 8	13 8
Central—																												
Bellary	9 10	10 10	...	...	9 10	9 10	10 5	10 5	22 6	22 2	**	**	24 5	24 5	...	...	9 8	9 8	...	...	...	...	11 10	11 14	85 2	85 2	11 14	11 14
Anantapur	9 2	9 10	...	...	11 13	11 13	12 6	12 6	12 11	22 14	23 8	23 8	24 3	24 3	...	...	9 8	9 8	...	...	...	...	11 5	11 14	97 3	97 3	11 14	11 14
Cuddapah	9 10	9 10	...	...	9 8	9 8	11 10	11 7	16 10	15 13	20 5	18 14	18 13	18 13	...	...	9 8	9 8	...	...	...	...	11 2	12 3	140 0	140 0	12 3	12 3
Kurnool	8 5	8 5	...	...	10 1	10 11	11 6	11 6	24 0	19 3	20 10	...	...	...	...	...	9 8	9 8	...	...	...	...	11 6	11 11	145 13	170 2	11 11	11 11
East Coast, north—																												
Ganjam	...	...	...	...	10 11	10 11	11 10	11 10	20 0	20 0	23 13	23 8	23 3	23 3	...	...	9 8	9 8	...	...	...	...	11 10	11 10	86 8	86 8	10 2	10 2
Vizagapatam	...	...	...	...	8 14	8 14	11 5	11 5	17 5	17 5	24 10	23 14	25 8	25 8	...	...	9 8	9 8	...	...	...	...	13 2	12 8	97 3	97 3	12 5	12 5
Godavari	...	...	...	...	9 3	8 14	12 2	11 13	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	11 13	11 6	133 11	133 11	12 8	12 8
East Coast, central—																												
Kistna	...	...	...	...	10 14	10 14	11 10	11 10	12 10	12 10	**	**	23 13	23 13	...	...	9 8	9 8	...	...	...	...	13 3	13 3	140 14	140 14	13 3	13 3
Nellore	...	...	...	...	11 2	11 2	13 13	13 13	17 8	17 8	**	**	23 10	23 10	...	...	9 8	9 8	...	...	...	...	12 13	12 13	93 5	93 5	12 13	12 13
East Coast, south—																												
Madras	9 5	**	...	...	9 13	9 10	10 6	10 6	14 6	**	**	**	19 3	19 3	...	...	9 8	9 8	...	...	...	...	14 10	14 10	110 13	108 14	12 11	12 11
Chingleput	**	**	...	...	8 10	8 5	9 2	9 2	14 10	14 10	14 10	14 10	17 13	17 13	...	...	9 8	9 8	...	...	...	...	11 0	11 0	160 13	160 13	12 5	12 5
N. Arcot	7 11	8 0	...	...	10 5	9 6	12 3	10 5	13 13	13 13	13 13	13 13	20 14	20 14	...	...	9 8	9 8	...	...	...	...	11 13	11 13	209 0	209 0	11 11	11 11
S. Arcot	6 3	6 3	...	...	9 10	9 10	10 8	10 8	12 11	12 11	15 3	15 3	21 14	18 14	...	...	9 8	9 8	...	...	...	...	10 14	10 14	145 13	145 13	12 14	12 14
Tanjore	7 6	7 6	...	...	9 13	9 6	11 5	11 5	14 11	14 11	19 2	16 8	19 11	17 11	...	...	9 8	9 8	...	...	...	...	12 11	12 11	143 6	143 6	12 3	12 3
Trichinopoly	6 10	6 10	...	...	9 0	8 5	9 6	8 11	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	11 11	11 11	...	...	...	...
Southern—																												
Tinnevelly	7 13	7 13	...	...	9 2	9 2	10 6	10 0	14 10	13 13	13 3	12 8	21 11	19 6	...	...	9 8	9 8	...	...	...	...	14 10	14 10	58 5	58 5	14 13	14 13
Madura	7 13	7 13	...	...	9 11	9 3	11 0	9 11	14 10	13 13	13 3	12 8	21 11	19 6	...	...	9 8	9 8	...	...	...	...	14 10	14 10	97 3	97 3	13 13	14 0
Mysore—																												
Mysore	7 12	7 12	7 8	7 8	7 8	6 12	10 0	8 0	23 0	21 0	15 0	15 0	22 0	23 0	19 0	11 0	9 8	9 8	12 0	12 0	13 0	13 0	11 0	11 0	96 0	96 0	9 8	9 8
Bangalore	9 8	9 4	8 10	8 10	7 0	7 4	8 0	8 1	22 11	22 11	25 5	25 5	23 0	23 0	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 3	96 0	96 0	10 0	10 0
Kolar	9 8	9 8	7 0	7 0	9 12	9 12	10 12	10 8	18 0	18 0	25 8	23 0	25 0	25 0	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	11 8	150 0	150 0	9 8	9 8
Tumkur	9 0	9 0	8 8	8 8	8 8	8 8	9 0	9 0	24 0	24 0	...	...	27 0	25 0	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 0	340 0	340 0	10 0	10 0
Hassan	...	...	8 8	8 8	8 8	8 8	9 0	9 0	...	...	...	...	30 0	30 0	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 0	200 0	200 0	8 8	8 8
Kadur	8 0	...	8 0	8 0	8 6	8 6	11 0	11 0	24 2	...	...	...	31 8	30 0	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 0	320 0	320 0	8 0	8 0
Shimoga	9 7	9 3	...	...	9 8	9 0	12 13	12 5	25 3	25 3	26 0	24 0	34 0	32 0	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 0	320 0	320 0	9 7	9 0
Chitaldroog	11 0	11 0	12 0	12 0	9 8	9 0	12 9	11 0	...	...	...	...	...	...	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 0	320 0	320 0	9 0	9 0
Coorg—																												
Coorg	8 0	8 0	7 0	7 0	9 8	9 0	12 0	11 8	...	...	...	...	29 0	28 8	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 0	110 0	110 0	9 8	9 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	10 3	10 3	9 4	...	...	...	...	...	...	9 8	9 8	12 0	12 0	13 0	13 0	12 0	13 0	65 5	65 5	32 0	32 0

* Not sold.

J. F. FINLAY,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 3rd, 1894.

The unsettled conditions in the north-west with which the previous week closed continued during the first two days of the week under review, and rain and snow on the Hills and rain on the plains of the Punjab and west of the North-Western Provinces were reported on the 28th and 29th. On the latter date, however, the barometer rose rapidly in the North-West and the weather was fine over the whole Indian region during the 30th and 31st. On the 1st February light showers were reported at a few central stations. These showers extended during the 2nd and 3rd, and on the latter date rain was reported from the North-Western Provinces, Behar, North Bengal and Bundelkhand, light snow from the North-West Himalayas and heavyish snow from the Eastern Himalayas. The mean temperature of the whole country for the whole week was very nearly normal.

The chart of the 28th January showed that the barometer had fallen very rapidly in the extreme north-west, and that a deepish cyclonic storm overlay the North-West Himalayas. Elsewhere the barometric changes were generally moderate or small and pressure decreased from a high pressure area overlying Sind, Rajputana and Guzerat to a low pressure area overlying Burma. The winds were irregularly cyclonic in the north-west, fairly normal in direction elsewhere. Snow or rain had fallen at all the North-Western Hill stations

except Chaman, and rain had fallen over nearly the whole of the Punjab, as well as at Roorkee, Dehra Dun and Bikanir. The heaviest amount was 1·61 inch at Murree. By the morning of January 29th, pressure had risen very rapidly over North-West India and the depression over the Himalayas had disappeared. The ordinary cold-weather distribution of pressure had been established, and readings decreased from a high pressure area in the North-West to a low pressure area in Burma. The wind directions were normal. Snow and rain were again reported from all the North-West Hill stations except Quetta, Chaman, and Ranikhet, and a few scattered rain showers had fallen over the Punjab and the west of the North-Western Provinces. The heaviest fall reported was 1·15 inch at Srinagar. On the 30th the distribution of pressure remained about normal, readings being highest in the north-west and lowest in the south-east of the Indian region. The wind directions were also normal. Rain and snow had entirely ceased. On the 31st January the barometer showed no important change. Both the general distribution of pressure and the general circulation of the winds were fairly normal and there was again no rain. The chart of the 1st February still showed no considerable change in the general distribution of pressure, but the wind directions and the barometric changes indicated that a very shallow depression overlay the central parts of the country. This disturbance had been accompanied with light showers at Pachmarhi, Jubbulpore, Saugor and Sutna, but elsewhere the weather remained fine. On the 2nd the barometer was falling except in the north-east, and the disturbance over the central parts of the country was better defined. The disturbed weather had extended somewhat and showers were reported from Patna, Hazaribagh, Benares, Allahabad, Jubbulpore, Saugor, Nowgong and Sutna. About ½ inch had fallen at Sutna and Allahabad. The chart of the 3rd showed that the depression had disappeared, the barometer risen almost everywhere, and the normal distribution of pressure been re-established. Showers of rain were, however, reported from a large part of the North-Western Provinces, from Behar, from North Bengal, and from Bundelkhand, light snow from several stations in the North-West Himalayas, and heavyish snow from the Eastern Himalayas. Unsettled weather had also appeared on the Madras Coast where rain had fallen.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India :—

Province.	January 1894.				February 1894.			Mean variation of week.
	28th.	29th.	30th.	31st.	1st.	2nd.	3rd.	
	°	°	°	°	°	°	°	°
Burma	−0·7	−0·8	+0·1	+0·1	+1·8	+3·8	+3·8	+1·2
Bengal and Assam . .	−0·4	+2·0	+2·9	+0·3	+0·7	+1·4	+2·7	+1·4
North-Western Provinces and Oudh	+2·9	+4·0	−0·4	−1·9	−0·7	−1·3	−2·6	0
Punjab	−1·9	−2·4	−3·2	−4·1	−4·2	−2·5	−2·3	−2·9
Bombay	+2·5	+1·1	+0·8	+0·7	−0·1	−0·7	−1·7	+0·4
Central Provinces and Berar	+6·3	+6·3	+4·2	+4·3	+5·3	+5·5	+2·9	+5·0
Central India and Guzerat .	+5·0	+1·3	−2·3	−2·6	−1·3	−1·6	−3·5	−0·7
Sind and Rajputana . .	+1·8	−4·4	−6·3	−5·2	−5·1	−3·2	−2·2	−3·5
Madras	−1·1	−0·2	+0·4	0	0	−0·4	+1·6	0
	°	°	°	°	°	°	°	°
Mean for whole of India .	+1·6	+0·8	−0·4	−0·9	−0·4	+0·1	−0·1	+0·1

On all the days of the week the mean temperature was low over the Punjab; and on most days of the week in Sind, Rajputana, Central India and Guzerat; in the Peninsula the variations were generally small and rather irregular, while elsewhere the mean was generally above the normal. The largest variations from the normal, on the mean of the week, were, an excess of 5° in the Central Provinces and a deficiency of 3½° in Sind and Rajputana. In the Punjab slight frost was reported on several nights.

Rain.—The concluding table shows that during the week under review rain, though not heavy, has been general throughout the Punjab, the North-Western Provinces and Bihar, and that light scattered showers have fallen in other parts of the country. Of the fifty-two rainfall divisions, twenty-nine reported absolutely no rain during the week; ten more reported some rain, but with an average actual rainfall per division of less than one-tenth of an inch; while the remaining thirteen divisions received an average rainfall varying in amount from about 0·90″ in Oudh (North) and the North-Western Provinces (East) to 0·13″ in the North-Western Provinces (Submontane, *b*). The regions which had absolutely no rain during the week included the following divisions:—all the Burma divisions, Assam (Surma), East, Deltaic, and Central Bengal, Orissa, all the peninsular divisions except Mysore and the East Coast (South), and all the more central divisions except the Central Provinces (central) and Central India (East). The divisions within which the actual average rainfall exceeded 0·50″ for the week were the North-Western Provinces (East and Submontane, *b*), Oudh (North and South) and the Punjab (North-West.) This shows that the heaviest rainfall was received over the eastern half of the North-Western Provinces and adjoining districts, and the third column of the rainfall table shows that from Bihar westward to the central division of the North-Western Provinces the amount of rain received was in excess of the normal, while in nearly all other parts of the country it was in defect. The greatest absolute excess was in the North-Western Provinces (East), where the average normal rainfall of the week is 0·10″ and where the actual average was 0·94″.

The total rainfall since December 31st, 1893, to February 3rd, 1894, shows a considerable excess, as compared with the normal, over the North-Western Provinces and the Punjab, as well as over a few divisions in the east of the Peninsula, but a deficiency in all other parts of the country.

The more important heavy falls of rain are as follows:—Kurseong (Darjeeling), 1·02 inch; Kurda (Pertabgarh), 3·11 inches; Nighason (Lakhimpur), 2·76 inches; and Murree 2·70 inches.

Province.	Division.	Rainfall data for week ending 3rd February 1894. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 31st December to 3rd February 1894. Average actual rainfall of season to date.	Average normal rainfall, 31st December to 3rd February.	Excess or defect of (seasonal) rainfall expressed as a percentage
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·03	−0·03	0	0·03	−100
	Lower Burma	0	0·15	−0·15	0	0·21	−100
	Central ditto	0	0·06	−0·06	0	0·09	−100
	Upper ditto	0	?	?	0	?	?
	Arakan	0	0·07	−0·07	0	0·12	−100
Bengal and Assam	Eastern Bengal	0	0·21	−0·21	0	0·73	−100
	Assam (Surma)	0	0·30	−0·30	0	1·02	−100
	Ditto (Brahmaputra)	0·04	0·24	−0·20	0·39	1·12	− 65
	Deltaic Bengal	0	0·19	−0·19	0	0·62	−100
	Central ditto	0	0·13	−0·13	0	0·52	−100
	North ditto	0·20	0·22	−0·02	0·20	0·66	− 70
	Orissa	0	0·19	−0·19	0·01	0·47	− 98
	Chota Nagpur	0·01	0·16	−0·15	0·01	0·74	− 99
	Bihar (South)	0·38	0·12	+0·26	0·46	0·70	− 34
	Ditto (North)	0·33	0·12	+0·21	0·33	0·67	− 51
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·94	0·10	+0·84	1·18	0·63	+ 87
	North-Western Provinces (Submontane) (*a*).	0·65	0·09	+0·56	0·78	0·60	+ 30
	Oudh (South)	0·71	0·08	+0·63	1·41	0·76	+ 86
	Ditto (North)	0·90	0·16	+0·74	1·17	0·89	+ 31
	North-Western Provinces (Central).	0·24	0·07	+0·17	1·20	0·60	+100
	North-Western Provinces (West).	0·01	0·12	−0·11	1·69	0·62	+173
	North-Western Provinces (Submontane) (*b*).	0·13	0·43	−0·30	2·52	1·69	+ 49
Punjab	Punjab (South)	0·03	0·12	−0·09	2·57	0·62	+315
	Ditto (Central)	0·02	0·21	−0·19	2·98	0·77	+287
	Ditto (Submontane)	0·23	0·37	−0·14	4·27	1·64	+160
	Ditto (Hill Districts)	0·41	0·81.	−0·40	8·26	3·75	+120
	Ditto (North-West)	0·57	0·44	+0·13	5·58	1·89	+195
	Ditto (West)	0·04	0·16	− 0·12	1·10	0·04	+ 72
Bombay and Malabar Coast Districts (Madras).	Malabar	0	0·09	−0·09	0·10	0·36	− 72
	Madras (South Central)	0	0·01	−0·01	0·21	0·23	− 9
	Coorg	0	0·04	−0·04	0	0·31	−100
	Mysore	0·01	0·01	0	0·01	0·08	− 88
	Konkan	0	0	0	0·01	0·09	− 89
	Bombay-Deccan	0	0	0	0·01	0·06	− 83
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0	0	0·02	0·11	− 82
Central Provinces and Berar.	Berar	0	0·04	−0·04	0·12	0·45	− 73
	Central Provinces (West)	0	0·08	−0·08	0·08	0·54	− 85
	Ditto ditto (Central)	0·08	0·13	−0·05	0·36	0·03	− 43
	Ditto ditto (East)	0	0·17	−0·17	0·03	0·57	− 95
Bombay (North)	Guzerat	0	0	0	0·02	0·07	− 71
	Kattywar	0	0·03	−0·03	0·01	0·03	− 67
	Sind	0·03	0·19	−0·16	1·73	0·52	+233
Rajputana and Central India.	Central India (East)	0·07	0·05	+0·02	0·34	0·43	− 21
	Rajputana (East), Central India (West).	0	0·03	−0·03	0·81	0·25	+224
	Rajputana (West)	0	0·02	−0·02	0·70	0·31	+ 94
Madras	East Coast (North)	0	0·02	−0·02	0·18	0·20	− 10
	Ditto (ditto) (*a*)	0	0	0	0·15	0·07	+114
	Hyderabad (South)	0	0·08	−0·08	0·06	0·20	− 70
	Madras (Central)	0	0·01	−0·01	0·04	0·06	− 33
	East Coast (Central)	0	0·04	−0·04	0·65	0·41	+ 59
	Ditto (South)	0·14	0·14	0	1·05	0·62	+ 69
	Madras (South)	0	0·11	−0·11	0·15	0·71	− 79

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Simla, the 8th February 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 10th February.*—Considerable showers in parts of Cuddapah and in the Carnatic, Southern, Central, and West Coast districts and Nilgiris. Sowings still in progress. Standing crops generally good. Harvest continues with average outturn generally. Pasture and fodder sufficient and condition of cattle good. Prices almost stationary, but the rates are easier in the Southern districts.

Bombay.—*For week ending 14th February*—Rain in parts of Sind, the Deccan, and Konkan. Standing crops damaged by easterly winds, frost, blight, insects, or untimely rain in parts of seven districts; prospects otherwise good. Reaping of early or late crops progressing in six districts. Lands being prepared for next season in three districts. Cotton-picking continues in five districts. Fodder sufficient and agricultural stock good. Prices steady except in two districts.

Bengal.—*For week ending 10th February.*—There was general rain again in Bihar during the past week. The reports of the standing spring crops continue to be generally favourable except from parts of East Bengal and Chota Nagpur, where rain is required. The *boro* (spring rice) seedlings are being transplanted and doing well, but are in want of rain in parts. Poppy is flowering, and prospects are good except in certain unirrigated tracts of Hazaribagh. Sugarcane, potatoes, mustard, and tobacco are being harvested with good results. In North Bengal cultivation for the autumn crops is in progress. The price of common rice was steady during the week. Cattle are generally in good condition, and there is plenty of fodder and water in all districts. In FARIDPUR (MADARIPUR SUB-DIVISION) the numbers on relief works and in receipt of gratuitous relief during the week were:—*Relief-works*, 417 men against 708 in the previous week; *Gratuitous relief*, 8 men, 34 women, and 13 children, total 55 against 70 in the previous week.

North-Western Provinces and Oudh.—*For week ending 14th February.*—Weather cold and cloudy. Rain has fallen in all but two of the reporting districts, and in some accompanied by hail. Slight damage has been caused to crops by rain and cloudy weather in a few places; spring crops otherwise doing well. Poppy promising except in Fyzabad and Sitapur where the crop has been slightly injured. Pressing of sugarcane continues. Prospects generally favourable. Supplies and fodder sufficient. Prices almost stationary.

Punjab.—*For week ending 14th February.*—Rain has fallen in all but four districts. Irrigation of spring crops in progress. The standing crops have now had all the rain they require, and are flourishing, and prospects are said to be good. The flood from the Jamna has completely destroyed the melon fields and other cultivation in the bed of the river in Delhi. Condition of cattle is

generally reported good. Fodder sufficient throughout the province. The poppy crop is in good condition. Prices falling in one district, rising in another, and stationary elsewhere.

Central Provinces.—*For week ending 14th February.*—Rainfall heavy in Damoh; slight rain in five other districts. Winter crops slightly damaged in places by rain and hail. Threshing of rice completed. Harvesting of linseed continues. Fodder insufficient in part of one district; elsewhere ample. Prices rising in Damoh.

Burma.—*For week ending 10th February.*—Harvesting of the main paddy crop completed in many districts, and the revised crop estimates give a 15-annas crop per acre in Lower Burma against 16 annas last year. In Upper Burma planting of dry-weather paddy and plucking of cotton and beans continues. Fodder and water-supply sufficient. The price of paddy is steady except in the Lower Chindwin and Magwe where there is a considerable fall.

Assam.—*For week ending 13th February.*—Weather seasonable. Ploughing for early rice continues. Sugarcane-pressing progressing. Mustard being harvested. Condition of cattle good, and fodder and water sufficient.

Mysore and Coorg.—*For week ending 14th February.*—MYSORE: Crops and prospects good. *Ragi* (*Elusine coracana*) harvested in the Bangalore district. Rice harvested in the Mysore district, and sown in parts of the Bangalore district. Prices slightly risen in Bangalore.

COORG: Threshing of rice and picking of coffee continues. Water and fodder sufficient for cattle. Prices stationary.

Berar and Hyderabad.—*For week ending 14th February.*—BERAR: Rainfall moderate. Harvesting of winter crops commenced in two districts Cotton-picking completed in Ellichpur. Wheat, gram, and linseed have suffered in parts of the Wun district from cloudy weather. Weeding operations in Akola not yet finished. Deficiency of fodder in the Akot taluka still exists. Cattle healthy. Prices steady.

HYDERABAD: No rain during the week. Harvesting of hot-weather crops continues. Standing spring crops in good condition. Prices stationary.

Central India.—*For week ending 14th February.*—Rainfall general, except in Bhopawar and Neemuch. Standing crops have been slightly damaged in many parts of Central India by excessive rain and by insects. Pasturage is, however, in fairly good condition. Prices of food-grains rising in parts of Gwalior and in Bhopal, Bundelkhand, and Goona, steady in other Agencies. Condition of opium crops generally good.

Rajputana.—*For week ending 14th February.*—Rainfall slight in Jhallawar, Kerowli, and Bikaneer. Agricultural operations, standing crops, and cattle, generally satisfactory. Prospects generally good. Pasturage or fodder sufficient. Prices rising in three States, fluctuating in one, and steady elsewhere.

Kashmir.—*For week ending 13th February.*—Weather cloudy. Snowfall slight. Rain and snow reported in the Muzaffarabad district. Prices favourable, with a tendency to fall.

Nepal.—*For week ending 10th February.*—Weather cold and cloudy. Prospects favourable.

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

ERRATUM.—Read the following for the report published on the 10th February:—

Burma.—*For week ending 3rd February.*—Harvest of wet-weather paddy all but completed in Upper and Lower Burma. The outturn in Upper Burma is considerably above the average, but in Lower Burma the crop estimates just received show that the outturn is below the normal in most districts. The grain is threshing out light, and the provincial anna estimate will probably not be more than 15 annas.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 4TH FEBRUARY 1893, AND FROM 1ST JANUARY TO 3RD FEBRUARY 1894.

N.B.—As regards the figures in column *Total Receipts from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1893.	Week ending 4th February 1893.			Week ending 3rd February 1894.			Earnings from 1st January to 4th February 1893.	Earnings from 1st January to 3rd February 1894.	Increases during the 1st half of 1894.	Decreases during the 1st half of 1894.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	619	1,634	10,56,373	646	1,634	13,03,568	798	48,77,210	55,50,358	6,73,148	...
Bengal-Nágpur	180	849	1,70,867	201	863	1,81,349	210	6,94,309	7,31,315	37,006	...
Indian Midland	145	752	1,24,877	166	752	1,27,739	170	5,04,412	6,04,702	40,290	...
Bezwada Extension	96	21	3,005	143	21	1,334	64	11,574	6,628	...	4,946
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,07,501	299	1,699	5,34,010	314	24,52,459	24 76,650	24,191	...
South Indian	157	1,043	1,53,343	147	1,043	1,29,984	125	7,53,082	5,88,110	...	1,64,972
Southern Mahratta (*b*)	109	1,107	1,13,042	102	1,164	1,05,570	91	5,05,527	4,93,464	...	12,063
Bengal and North-Western (*c*)	162	756	1,18,948	157	750	1,21,980	161	5,48,820	5,25,420	...	23,400
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	214	14,371	67	223	23,131	104	76,597	93,889	17,292	...
Pálanpur-Deesa	...	...	...	...	16	810	51	...	4,320	4,320	...
TOTAL	272	8,075	22,62,327	280	8,171	25,29,475	310	1,04,83,990	1,10,74,856	5,90,866	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	4,95,405	198	2,509	5,79,496	231	25,85,941	28,63,715	2,77,774	...
Oudh and Rohilkhand (state)	272	692	1,90,493	275	740	2,05,365	278	8,54,034	9,01,021	46,387	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	2,03,489	262	813	2,44,150	300	10,36,906	13,17,580	2,80,674	...
Bengal Central (*e*)	120	125	17,480	140	125	14,430	115	75,857	74,230	...	1,627
East Coast (state)	55	...	...	...	266	18,723	70	...	83,091	83,091	...
Metre gauge—											
Burma (state)	224	715	1,86,361	261	730	1,73,331	237	8,46,677	6,77,853	...	1,68,824
Special gauges—											
Jorhát (state provincial)	46	28	1,076	38	28	917	33	5,059	5,125	66	...
Cherra-Companyganj (state provincial)	58	8	482	60	8	504	63	2,439	2,259	...	180
TOTAL	231	4,854	10,94,786	226	5,219	12,36,916	237	54,07,313	59,24,874	3,17,361	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	610	1,490	9,11,417	612	1,490	10,41,117	699	42,18,225	47,28,746	5,10,521	...
Bombay, Baroda and Central India	765	461	3,03,888	659	461	2,98,000	640	14,39,603	14,36,000	...	3,663
Madras	242	840	2,26,626	270	840	1,76,321	210	9,90,149	8,57,403	...	1,32,746
TOTAL	525	2,791	14,41,931	517	2,791	15,15,438	543	66,48,037	70,22,149	3,74,112	...
TOTAL (GUARANTEED AND STATE)	304	15,720	47,99,044	305	16,181	52,81,829	326	2,25,39,540	2,40,21,879	14,82,339	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	21,692	135	161	21,317	132	1,01,062	1,03,672	2,610	...
Tarkessur	277	22	7,222	328	22	7,014	319	28,821	28,689	...	132
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	3,885	58	67	8,808	131	21,745	42,421	20,676	...
Dibru-Sadiya	126	78	8,811	113	78	9,153	117	45,055	47,835	2,180	...
TOTAL	142	328	41,610	127	328	46,292	141	1,97,283	2,22,617	25,334	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	54,604	164	333	58,918	177	2,70,662	2,54,983	...	15,679
The Gaekwar's Petlád	103	13	1,914	147	13	920	71	6,430	4,860	...	1,576
Rájpura-Bhátinda	124	108	12,176	113	108	9,556	88	52,890	46,404	...	6,492
Metre gauge—											
Southern Mahratta (Mysore section) (*g*)	104	331	34,559	104	362	28,327	78	1,60,994	1,40,189	...	20,805
The Gaekwar's Mehsána	80	93	7,200	78	93	7,430	80	31,940	37,840	5,900	...
Kolhapur	83	29	3,373	116	29	1,148	40	12,192	7,017	...	5,175
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,409	75	72	4,630	64	24,731	21,710	...	3,021
TOTAL	125	979	1,19,301	122	1,010	1,10,929	109	5,59,851	5,13,003	...	46,848
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	47,904	143	334	38,873	116	1,90,476	1,80,062	...	10,414
Jetalsar-Rájkot	24	...	...	...	46	2,833	62	...	12,767	12,767	...
Jodhpur-Bickaneer	53	291	19,773	68	364	27,800	76	89,334	1,18,000	28,666	...
Special gauge—											
Morvi	70	94	7,824	83	94	7,002	74	30,732	31,945	1,213	...
TOTAL	93	719	75,501	105	838	76,508	91	3,10,542	3,42,774	32,232	...
GRAND TOTAL	282	17,746	50,35,456	284	18,357	55,15,558	300	2,36,07,210	2,51,00,273	14,93,057	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways
(*g*) Includes the Mysore-Nanjangúd and the Bangalore-Mysore frontier sections.

CALCUTTA,
The 16th February, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLII OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 4th February 1893.			Week ending 3rd February 1894.			Earnings from 1st April 1892 to 4th February 1893.	Earnings from 1st April 1893 to 3rd February 1894.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	Miles.	₹	₹	Miles.	₹	₹	₹	₹	₹	₹
State lines worked by Companies.											
Standard gauge—											
East Indian	580	1,634	10,56,373	646	1,634	13,03,568	798	4,10,20,121	4,23,93,143	13,73,022	...
Bengal-Nágpur	140	849	1,70,867	201	863	1,81,349	210	46,91,780	50,62,954	3,71,174	...
Indian Midland	129	752	1,24,877	166	752	1,27,739	170	41,53,926	42,13,799	59,873	...
Bezwada Extension	80	21	3,005	143	21	1,334	64	83,537	83,782	245	...
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,07,501	299	1,699	5,34,010	314	1,85,13,483	1,85,47,986	34,503	...
South Indian	139	1,043	1,53,343	147	1,043	1,29,984	125	66,41,203	66,24,484	...	16,719
Southern Mahratta (*b*)	87	1,107	1,13,042	102	1,164	1,05,570	91	38,34,941	49,51,018	11,16,077	...
Bengal and North-Western (*c*)	137	756	1,18,948	157	756	1,21,980	161	43,87,135	42,78,812	...	1,08,323
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	214	14,371	67	223	23,131	104	5,62,672	6,05,621	42,949	...
Pálanpur-Deesa	...	...	...	...	16	810	51	...	(*d*)9,440	9,440	...
TOTAL	243	8,075	22,62,327	280	8,171	25,29,475	310	8,38,88,798	8,67,71,039	28,82,241	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	4,95,405	198	2,509	5,79,496	231	2,11,32,113	2,47,77,456	36,45,343	...
Oudh and Rohilkhand (state)	235	692	1,90,493	275	740	2,05,365	278	69,78,988	72,26,508	2,47,520	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,03,489	262	813	2,44,150	300	1,02,41,889	1,08,77,666	6,35,777	...
Bengal Central (*f*)	120	125	17,480	140	125	14,430	115	6,52,636	6,36,363	2,727	...
East Coast (state)	...	...	...	...	266	18,723	70	...	5,19,935	5,19,935	...
Metre gauge—											
Burma (state)	194	715	1,86,361	261	730	1,73,331	237	55,84,937	48,90,567	...	6,94,370
Special gauges—											
Jorhát (state provincial)	46	28	1,076	38	28	917	33	58,283	61,649	3,366	...
Cherra-Companyganj (state provincial)	47	8	482	60	8	504	63	15,738	18,709	2,971	...
TOTAL	217	4,854	10,94,786	226	5,219	12,36,916	237	4,46,04,584	4,90,27,853	43,63,269	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	9,11,417	612	1,490	10,41,117	699	3,24,35,021	3,17,78,647	...	6,56,374
Bombay, Baroda and Central India	605	461	3,03,883	659	461	2,98,000	640	1,18,68,450	1,23,77,633	5,09,183	...
Madras	226	840	2,26,626	270	840	1,76,321	210	82,10,007	86,90,018	4,80,011	...
TOTAL	442	2,791	14,41,931	517	2,791	15,15,438	543	5,25,13,478	5,28,46,298	3,32,820	...
TOTAL (GUARANTEED AND STATE)	271	15,720	47,99,044	305	16,181	52,81,829	326	18,10,66,860	18,86,45,190	75,78,330	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	21,692	135	161	21,317	132	9,27,515	10,41,611	1,14,096	...
Tárkessur	252	22	7,222	328	22	7,014	319	2,39,596	2,34,173	...	5,423
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	3,885	58	67	8,808	131	3,59,887	3,86,066	26,179	...
Dibru-Sadiya	123	78	8,811	113	78	9,153	117	4,21,211	4,36,755	15,544	...
TOTAL	135	328	41,610	127	328	46,292	141	19,48,209	20,98,605	1,50,396	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	54,604	164	333	58,918	177	22,16,093	22,56,169	40,076	...
The Gaekwar's Petlád	96	13	1,914	147	13	920	71	53,352	50,807	...	2,545
Rájpura-Bhátinda	92	108	12,176	113	108	9,556	88	4,41,516	5,16,246	74,730	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	34,559	104	362	28,327	78	12,61,670	14,59,135	1,97,465	...
The Gaekwar's Mehsána	59	93	7,266	78	93	7,430	80	2,23,751	2,75,853	52,102	...
Kolhápur	67	29	3,373	116	29	1,148	40	81,181	93,603	12,422	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	5,409	75	72	4,630	64	2,05,595	2,00,977	...	4,618
TOTAL	107	979	1,19,301	122	1,010	1,10,929	109	44,83,158	48,52,790	3,69,632	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	47,904	143	334	38,873	116	13,89,776	16,75,115	2,85,339	...
Jetalsar-Rájkot	...	...	...	...	46	2,833	62	...	(*i*) 1,15,774	1,15,774	...
Jodhpur-Bickaneer	60	291	19,773	68	364	27,800	76	7,69,827	7,75,016	5,189	...
Special gauge—											
Morvi	65	94	7,824	83	94	7,002	74	2,68,153	2,76,480	8,327	...
TOTAL	80	719	75,501	105	838	76,508	91	24,27,756	28,42,385	4,14,629	...
GRAND TOTAL	251	17,746	50,35,456	284	18,357	55,15,558	300	18,99,25,983	19,84,38,970	85,12,987	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total receipts from 8th November 1893 to 3rd February 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Bangalore-Mysore frontier sections.
(*i*) Total receipts from 12th April 1893 to 3rd February 1894.

CALCUTTA,
The 16th February 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first ten months of the official year 1893-94, and of the twenty-two preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE TEN MONTHS, APRIL TO JANUARY.																								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	8,81	61,03	20,58	90,42	5,40	39,86	3,69	48,95	1,01	1,11	1,72	3,84	3,14	10,40	11,51	25,05	1,32	3,56	13,64	18,52	19,68	1,15,96	1,35,64	51,14	1,86,78	1871-72
1872-73	9,95	57,90	22,76	90,61	4,65	37,28	2,98	44,91	89	1,04	1,73	3,66	3,23	10,13	9,25	22,61	2,51	4,21	23,24	29,96	21,23	1,10,56	1,31,79	59,96	1,91,75	1872-73
1873-74	8,86	56,58	18,46	83,90	5,39	39,74	3,13	48,26	1,11	85	1,02	2,98	3,20	11,79	11,47	26,46	2,70	4,05	18,25	25,00	21,26	1,13,01	1,34,27	52,33	1,86,60	1873-74
1874-75	9,76	65,37	15,03	90,16	5,63	40,48	3,68	49,79	95	76	1,25	2,96	3,10	11,38	11,09	25,57	3,12	5,74	11,68	20,54	22,56	1,23,73	1,46,29	42,73	1,89,02	1874-75
1875-76	10,49	62,56	15,89	88,94	5,92	36,48	4,01	46,41	1,13	90	1,08	3,11	3,65	11,58	9,40	24,63	3,12	4,21	20,07	27,40	24,31	1,15,73	1,40,04	50,45	1,90,49	1875-76
1876-77	10,84	54,88	15,17	80,89	6,93	35,18	94	43,05	1,23	65	25	2,13	4,49	10,10	5,88	20,47	3,47	4,43	15,25	23,15	26,96	1,05,24	1,32,20	37,49	1,69,69	1876-77
1877-78	12,12	68,56	16,89	97,57	7,19	41,50	99	49,68	1,61	79	40	2,80	4,75	7,87	1,85	14,47	4,10	5,22	12,01	21,33	29,77	1,23,94	1,53,71	32,14	1,85,85	1877-78
1878-79	10,99	55,12	16,48	82,59	7,20	38,47	1,88	47,55	1,60	52	23	2,35	4,62	7,98	3,80	16,40	5,31	5,78	16,09	27,38	29,92	1,07,87	1,37,79	38,48	1,76,27	1878-79
1879-80	10,33	50,89	11,32	72,54	7,98	33,47	1,90	43,35	2,64	62	25	3,51	4,28	7,71	6,43	18,42	5,71	5,73	18,99	30,43	30,94	98,42	1,29,36	38,89	1,68,25	1879-80
1880-81	10,89	50,57	12,41	73,87	7,24	46,61	2,07	55,92	4,10	1,06	21	5,37	4,39	8,86	6,38	19,63	3,98	6,81	22,70	33,49	30,60	1,13,91	1,44,51	43,77	1,88,28	1880-81
1881-82	10,88	45,03	14,51	70,42	8,41	40,14	1,53	50,08	3,17	1,09	32	4,53	4,18	8,20	3,95	16,33	5,89	6,73	26,24	38,86	32,53	1,01,19	1,33,72	46,55	1,80,27	1881-82
1882-83	11,82	14	15,42	27,38	8,49	-1,01*	1,53	9,01	2,87	4	49	3,40	4,46	4	3,14	7,64	6,54	7	31,09	37,70	34,18	—72*	33,46	51,67	85,13	1882-83
1883-84	12,03	24	15,79	28,06	8,96	48	1,30	10,74	3,08	4	46	3,58	4,19	7	4,63	8,89	6,43	12	23,96	30,51	34,69	95	35,64	46,14	81,78	1883-84
1884-85	10,48	29	11,48	22,25	9,03	39	1,66	11,08	3,28	5	50	3,83	4,02	6	4,12	8,20	6,39	5	16,71	23,15	33,20	84	34,04	34,47	68,51	1884-85
1885-86	11,17	26	13,28	24,71	9,89	48	1,08	11,45	3,57	6	76	4,39	4,20	10	3,06	7,36	5,26	6	26,33	31,65	34,09	96	35,05	44,51	79,56	1885-86
1886-87	11,52	39	10,89	22,80	10,23	46	1,36	12,05	4,44	9	80	5,33	5,41	17	4,31	9,89	8,13	13	23,36	31,62	39,73	1,24	40,97	40,72	81,69	1886-87
1887-88	10,72	43	14,31	25,46	11,96	47	1,74	14,17	4,02	6	68	4,76	8,37	9	3,75	12,21	7,53	2	24,11	31,66	42,60	1,07	43,67	44,59	88,26	1887-88
1888-89	12,40	5,37	13,32	31,09	12,42	3,28	1,35	17,05	4,62	68	42	5,72	8,83	87	4,28	13,98	7,35	78	16,38	24,51	45,62	10,93	56,60	35,75	92,35	1888-89
1889-90	11,98	7,77	11,10	30,85	13,17	2,90	1,73	17,80	4,72	57	55	5,84	8,58	73	5,44	14,75	6,98	1,87	27,36	36,21	45,43	13,84	59,27	46,18	1,05,45	1889-90
1890-91	13,71	7,81	15,34	36,86	14,65	3,79	1,43	19,87	5,25	1,00	67	6,92	9,42	93	3,81	14,16	7,29	40	39,15	46,84	50,32	13,93	64,25	60,40	1,24,65	1890-91
1891-92	13,03	9,05	15,62	37,70	14,18	3,87	1,23	19,28	5,12	85	61	6,58	8,45	91	2,97	12,33	7,15	77	32,52	40,74	47,93	15,45	63,38	53,25	1,16,63	1891-92
1892-93	14,04	9,46	13,74	37,24	14,40	4,40	1,91	20,71	4,73	87	65	6,25	8,54	55	3,45	12,54	7,74	79	24,01	32,54	49,45	16,07	65,52	43,76	1,09,28	1892-93
1893-94	13,54	10,64	13,11	37,29	15,01	6,02	1,65	22,68	4,51	81	48	5,80	8,05	1,15	4,08	13,28	6,83	38	24,97	32,18	47,94	19,00	66,94	44,29	1,11,23	1893-94

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch),
Calcutta, 15th February 1894.

J. F. FINLAY,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1893, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR.

AVERAGE WAGES PER MONTH.

DISTRICTS.	Able-bodied Agricultural Labourer.				Syce or Horse-keeper.				Common Mason, Carpenter or Blacksmith.			
	1892.		1893.		1892.		1893.		1892.		1893.	
	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.
Burma—												
Tenasserim—												
Mergui	15	0 0	15	0 0	15	0 0	15	0 0	30	0 0	30	0 0
Tavoy	10	0 0	12	0 0	14	0 0	15	0 0	30	0 0	35	0 0
Moulmein and Amherst	25	0 0	22	8 0	12	0 0	12	0 0	25	0 0	12	0 0
Pegu (deltaic)—												
Pegu	12	8 0	12	8 0	10	0 0	10	0 0	15	0 0	15	0 0
Rangoon	12-0 to 14-0		15	0 0	10-0 to 12-0		12	0 0	30-0 to 45-0		25-0 to 30-0	
Thôngwa	30	0 0	12	0 0	15	0 0	12	0 0	30	0 0	30	0 0
Bassein	15	0 0	15	0 0	14	0 0	14	0 0	25	0 0	25	0 0
Pegu (inland)—												
Shwegyin	15	0 0	15-0 to 20-0		14	0 0	12-0 to 15-0		30-0 to 60-0		20-0 to 25-0	
Tharrawaddy	20-0 to 30-0		15-0 „ 20-0		12-0 to 15-0		12-0 „ 15-0		30-0 „ 45-0		30-0 „ 45-0	
Henzada	15	0 0	15	0 0	12	0 0	12	0 0	22	0 0	22	0 0
Prome	16	0 0	16	0 0	15	0 0	15	0 0	30	0 0	30	0 0
Toungoo	14	0 0	14	0 0	14	0 0	14	0 0	30	0 0	30	0 0
Thayetmyo	15	0 0	15	0 0	12	0 0	12	0 0	30	0 0	30	0 0
Upper Burma—												
Mandalay	11	0 0	12	0 0	16	0 0	15	0 0	18	0 0	20-0 to 24-0	
Bamo	15	0 0	15	0 0	20	0 0	20	0 0	30-0 to 45-0		30-0 „ 45-0	
Pakôkku	16	0 0	15	0 0	15	0 0	15	0 0	32	0 0	22	8 0
Meiktila	10	0 0	10	0 0	15	0 0	15	0 0	21	0 0	21	0 0
Arrakan—												
Sandoway	15	0 0	15	0 0	10	0 0	10	0 0	30	0 0	30	0 0
Kyaukpyu	10	0 0	5-0 to 6-0		14	0 0	10	0 0	25	0 0	30	0 0
Akyab	15-0 to 20-0		15 0 „ 18-0		10-0 to 12-0		10-0 to 12-0		15-0 to 20-0		15-0 to 20-0	
Assam—												
Surma—												
Sylhet	7	0 0	7	0 0	7-0 to 8-0		7-0 to 8-0		13-0 to 30-0		13-0 to 30-0	
Cachar	7	8 0	6-0 to 7-0		7	0 0	7-0 „ 8-0		14-0 „ 15-0		15-0 „ 20-0	
Khâsi and Jaintiâ Hills	7-0 to 15-0		7-0 „ 12-0		8-0 to 12-0		8-0 „ 12-0		10-0 „ 30-0		10-0 „ 30-0	
Garo Hills	5-10 „ 7-8		6-0 „ 8-0		7-8 „ 12-0		10-0 „ 12-0		20-0 „ 40-0		20-0 „ 40-0	
Brahmaputra—												
Goalpára	7-0 to 9-0		7-0 to 9-0		8-0 to 10-0		8-0 to 10-0		15-0 to 30-0		15-0 to 30-0	
Kámrup	7-0 „ 12-0		9-0 „ 12-0		8-0 „ 12-0		9-0 „ 12-0		20-0 „ 50-0		20-0 „ 50-0	
Darrang	5-0 „ 12-0		5-0 „ 10-0		8-0 „ 10-0		8-0 „ 10-0		6-0 „ 40-0		6-0 „ 30-0	
Nowgong	7-0 „ 9-0		7-0 „ 9-0		9-0 „ 10-0		8-0 „ 10-0		10-0 „ 30-0		10-0 „ 30-0	
Sibságar	7-0 „ 12-0		8-0 „ 12-0		8-0 „ 15-0		8-0 „ 12-0		15-0 „ 80-0		15-0 „ 40-0	
Lakhimpur	8-0 „ 10-0		8-0 „ 10-0		9-0 „ 12-0		10-0 „ 15-0		15-0 „ 50-0		15-0 „ 60-0	
Bengal—												
Eastern hill tracts—												
Chittagong Hill Tracts	12	0 0	10-0 to 12-0		12	0 0	...		20	0 0	15-0 to 22-0	
Hill Tippera	*		*		*		*		*		*	
Nágá Hills	15-0 to 22-8		15-0 to 26-4		10-0 to 16-0		16-0 to 18-0		20-0 to 35-0		23-0 to 45-0	

* Not stated.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1893, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1892.	1893.	1892.	1893.	1892.	1893.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Bengal—*contd.*						
Eastern—						
Backergunge	6 0 0	4 0 0	7 0 0	6 0 0	13 8 0	10-0 to 15-0
Noakhali	6-0 to 10-0	6-0 to 10-0	5-0 to 8-0	5-0 to 8-0	8-0 to 15-0	8-0 „ 20-0
Chittagong	9 0 0	11 0 0	7 8 0	8 0 0	12-0 „ 14-0	7-0 „ 20-0
Tippera	7-8 to 10-0	7-0 to 10-0	6-0 to 8-0	6-0 to 8-0	7-8 „ 15-0	7-0 „ 15-0
Dacca	6-0 „ 7-0	8-0 „ 10-0	6-0 „ 7-0	8-0 „ 10-0	8-0 „ 20-0	10-0 „ 22-0
Mymensingh	7-0 „ 10-0	7 8 0	6-0 „ 7-0	8 0 0	12-0 „ 25-0	10-0 „ 15-0
Deltaic—						
Khulna	7-8 to 9-6	7-8 to 9-6	7-0 to 9-0	7-0 to 9-0	10-0 to 30-0	10-0 to 30-0
24-Parganas	9-0 „ 10-0	9-0 „ 10 0	6-0 „ 7-0	6-0 „ 7-0	15-0 „ 20-0	15-0 „ 20-0
Midnapore	7 0 0	7 8 0	5 0 0	5 0 0	7-8 „ 12-0	9-6 „ 13-0
Howrah	9 6 0	9 0 0	7 0 0	7 0 0	12-0 „ 20-0	12-0 „ 20-0
Calcutta	...	...	6 0 0	8 0 0	15 0 0	15-0 „ 16-0
Hooghly	7 8 0	7 8 0	6-0 to 7-0	6-0 to 7-0	8-0 to 30-0	8-0 „ 30-0
Nadia (Krishnagar)	7 8 0	7 8 0	6 0 0	6 0 0	7-8 „ 15-0	7-8 „ 15-0
Jessore	7 8 0	7 8 0	6 0 0	6 0 0	10-0 „ 20-0	10-0 „ 20-0
Faridpur	10 0 0	5-0 to 7-8	6-0 to 9-0	6-0 to 8-0	15-0 „ 30-0	8-0 „ 16-0
Central—						
Bankura	6-0 to 7-8	5-0 to 6-8	4-0 to 6-0	4-0 to 6-0	10-0 to 15-0	10-0 to 15-0
Burdwan	7 0 0	7 0 0	6 0 0	6 0 0	11-0 „ 15-0	11-0 „ 15-0
Birbhum	6-0 to 7-8	6-0 to 7-8	4-0 to 6-0	4-0 to 6-0	7-8 „ 12-0	7-8 „ 12-0
Murshidabad	3 12 0	3 12 0	4-0 „ 5-0	4-0 „ 5-0	8-0 „ 20-0	8-0 „ 10-0
Sonthal Parganas	3-12 to 4-0	4-0 to 5-0	5 0 0	5 0 0	7-8 „ 15-0	7-8 „18-12
Pabna	5-0 „ 6-8	5-0 „ 7-0	6-0 to 8-0	6-0 to 8-0	7-0 „ 20-0	7-0 „ 20-0
Bogra	7 8 0	7 8 0	5-0 „ 7-0	5-0 „ 7-0	10-0 „ 20-0	10-0 „ 20-0
Rajshahi	5-0 to 7-0	5-0 to 7-0	5-0 „ 6-0	5-0 „ 6-0	7-8 „ 16-0	10-0 „ 16-0
Malda	7 8 0	7 8 0	5 0 0	5 0 0	8-0 „ 12-0	8-0 „ 15-0
Northern—						
Rangpur	6-0 to 7-8	7 0 0	6-0 to 10-0	6-0 to 8-0	15-0 to 30-0	15-0 to 30-0
Dinajpur	7 8 0	7 8 0	6-0 „ 8-0	6-0 „ 8-0	7-8 „ 15-0	10-0 „ 15-0
Jalpaiguri	7 8 0	7 8 0	9 0 0	8 0 0	15-0 „ 20-0	12-0 „ 20-0
Darjeeling	7 0 0	7 0 0	8-0 to 10-0	8-0 to 10-0	15-0 „ 30-0	15-0 „ 30-0
Orissa—						
Puri	4 0 0	5 0 0	5 0 0	5 0 0	9-0 to 10-0	8-0 to 10-0
Cuttack	5 10 0	5 10 0	5 0 0	5 0 0	7-8 „ 9-6	7-8 „ 9-6
Balasore	4-0 to 5-0	4-0 to 5-0	4-0 to 6-0	4-0 to 6-0	7-0 „ 10-0	8-0 „ 15-0
Chota-Nagpur—						
Singhbhum	4 0 0	4 0 0	6 0 0	6 0 0	12 0 0	15 0 0
Manbhum	5 2 6	4-11 to 5-10	6 0 0	5-0 to 6-0	10-5 to 18-12	11-4 to 22-8
Lohardaga	3-12 to 4-11	3 12 0	6 0 0	4-0 „ 5-0	5-10 „ 11-4	5-10 „ 9-6
Palámau	3 0 0	3 12 0	4 0 0	3-0 „ 5-0	7 8 0	7-8 „ 9-6
Hazáribágh	4 4 0	5 0 0	5 0 0	6-0 „ 7-0	7 8 0	6-8 „ 7-8
Bihár, south—						
Monghyr	2 12 0	2-12 to 4-11	2 0 0	2-0 to 4-0	3-0 to 15-0	6-0 to 8-0
Gaya	3-0 to 4-0	3-8 „ 5-10	3-0 to 5-0	4-0 „ 5-0	5-8 „ 8-0	5-10 „ 14-0
Patna	4-0 „ 5-0	4-0 „ 5-0	4-8 „ 5-0	4-8 „ 5-0	7-0 „ 8-0	6-0 „ 7-0
Shahabad	4-0 „ 5-0	4-0 „ 5-4	4-0 „ 6-0	4-0 „ 6 0	3-0 „ 10-8	3-0 „ 10-4
Bihár, north—						
Purnea	4-11 to 5-10	4-11 to 5-10	4-0 to 6-0	4-0 to 6-0	8-0 to 14-0	8-0 to 15-0
Bhágalpur	4-0 „ 5-0	4-11 „ 5-10	4 0 0	4-0 „ 5-0	8-0 „ 10-0	7-8 „ 15-0
Darbhanga	3 12 0	2 12 0	3-0 to 4-0	4-0 „ 5-0	4-8 „ 9-6	5-10 „ 7-8
Muzaffarpur	3-12 to 5-10	3-12 to 5-10	3-0 „ 4-0	3-0 „ 4-0	5-10 „ 9-6	5-10 „ 9-6
Saran	3-12 „ 7-8	3-12 „ 5-10	4-0 „ 7-0	4-0 „ 7-0	5-10 „ 10-0	5-10 „ 10-0
Champaran	3-12 „ 4-0	4 0 0	4-0 „ 6-0	4 0 0	5-0 „ 8-0	8-0 „ 9-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1893, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1892.	1893.	1892.	1893.	1892.	1893.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
N.-W. Provinces—						
Eastern—						
Mirzapur	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Benares	4 0 0	4 0 0	4 8 0	4 8 0	8 11 0	8 11 0
Ghazipur	3 0 0	3 0 0	5 0 0	5 0 0	7 8 0	7 8 0
Jaunpur	3 8 0	3 8 0	5 0 0	5 0 0	7 8 0	7 8 0
Allahabad	4 8 0	4 8 0	5 0 0	5 0 0	12 8 0	12 8 0
Central—						
Bánda	2-4 to 4-0	2-0 to 3-0	5 0 0	4-0 to 5-0	7-8 to 9-6	8-0 to 10-0
Fatehpur	2 8 0	2 8 0	3-8 to 4-0	3-8 „ 4-0	5-10 „ 7-8	5-10 „ 7-8
Hamirpur	3 0 0	3 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Jalaun	3-0 to 4-0	3-0 to 4-0	4-0 to 6-0	4-0 to 6-0	8 0 0	8 0 0
Cawnpore	3 0 0	4-0 & 5-0	5-0 & 6-0	5-0 & 6-0	7-8 & 9-6	7-8 & 9-6
Etáwah	4 4 0	4 4 0	5 0 0	5 0 0	9 8 0	9 8 0
Farukhabad	5 0 0	5 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Mainpuri	4-0 & 5-0	4-0 & 5-0	4-0 to 6-0	4-0 to 6-0	8-0 to 12-0	8-0 to 12-0
Etah	3-8 to 5-0	4-0 „ 5-0	4-0 & 5-0	4-0 & 5-0	8-0 „ 12-0	8-0 „ 12-0
Western—						
Jhánsi	3-0 & 3-8	3-0 & 3-8	5-0 & 6-0	5-0 & 6-0	10-0 & 12-0	10-0 & 12-0
Agra	4-0 „ 5-0	4-0 „ 5-0	4-0 „ 5-0	4-0 „ 5-0	10-0 „ 11-0	10-0 „ 11-0
Muttra	4 11 0	4 11 0	5 0 0	5 0 0	9 4 0	9 4 0
Aligarh	3-12 & 4-0	5 0 0	4-0 & 5-0	4-0 & 5-0	8-0 to 10-0	10 0 0
Bulandshahr	3-0 „ 4-0	4-0 & 5-0	4-0 „ 5-0	4-0 „ 5-0	8-0 & 10-0	8-0 & 10-0
Sub-montane—						
Ballia	3 12 0	3 12 0	4 0 0	4 0 0	7 8 0	7-8 to 8-0
Azamgarh	3 12 0	3 12 0	5 10 0	5 10 0	7 8 0	7 8 0
Gorakhpur	3 12 0	3 12 0	4-0 & 5-0	4-0 & 5-0	7-8 to 9-12	7-8 to 9-12
Basti	1-14 to 3-14	3 12 0	4-0 „ 5-0	4-0 „ 5-0	8-0 „ 12-0	8-0 „ 12-0
Sháhjahánpur	2-0 & 3-0	2-0 & 3-0	3-8 to 6-0	3-8 to 6-0	7-0 „ 10-0	7-0 „ 10-0
Budaun	3 0 0	3 0 0	4 0 0	4 0 0	8 0 0	7 8 0
Pilibhit	4 0 0	4 0 0	4 8 0	4 8 0	10 0 0	10 0 0
Bareilly	3 12 0	3 12 0	4 0 0	4 0 0	7 8 0	7 8 0
Moradabad	3 8 0	4 0 0	4-0 & 5-0	5 4 0	7 8 0	10 0 0
Naini Tal	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Almora	4-0 to 8-0	4-0 to 8-0	5-0 & 6-0	5-0 to 6-0	10-0 to 12-0	10-0 to 12-0
Bijnor	4 0 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Muzaffarnagar	5-0 & 6-0	5 0 0	4-0 & 5-0	4-0 & 5-0	10-0 to 12-0	12-0 to 14-0
Meerut	5 0 0	5-0 & 6-0	5-0 „ 6-0	5-0 „ 6-0	12-0 & 15-0	10-0 & 12-0
Saháranpur	4 0 0	6-0 to 7-0	5 0 0	5 0 0	10 0 0	10 0 0
Dehra-Dun	5 10 0	5 10 0	5 0 0	5-0 to 6-0	10 0 0	12-0 to 15-0
Garhwál				5-0 „ 6-0	10-0 to 15-0	10-0 „ 15-0
Oudh—						
Southern—						
Partábgarh	3 0 0	3 0 0	4 0 0	4 0 0	6-0 to 6-8	6-0 to 6-8
Sultanpur	3 12 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Rae-Bareli	3-8 & 4-0	3-8 & 4-0	4-0 & 4-8	4-0 & 4-8	7-0 & 8-0	7-0 & 8-0
Unao	3 12 0	4 0 0	5 0 0	4 7 0	9-4 to 11-4	10 5 0
Lucknow	3 0 0	4 0 0	4 0 0	4 8 0	10-0 „ 11-8	11-4 to 15-0
Hardoi	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Northern—						
Fyzabad	1-14 to 3-12	1-14 to 3-12	4 0 0	4 0 0	7-8 to 9-6	7-8 to 9-6
Barabanki	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Gonda	3 0 0	3 0 0	3 8 0	3 8 0	8 0 0	8 0 0
Bahraich	3 0 0	3 0 0	4-0 & 5-0	4-0 & 5-0	10 0 0	10 0 0
Sitapur	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Kheri	4 8 0	4 0 0	4 8 0	5 0 0	8-0 to 8-8	9 6 0
	3 12 0					
Rajputana—						
Eastern—						
Partábgarh	7 8 0	7 8 0	5 10 0	5 10 0	15-0 to 15-14	15-0 to 16-14
Bánswara	5 0 0	5 0 0	5 0 0	5 0 0	11-4 „ 18-12	11-4 „ 18-12
Meywar (Oodeypore)	4-0 to 6-0	4-0 to 6-0	5-8 to 7-0	5-8 to 7-0	25-0 „ 35-0	25-0 „ 35-0
Sirohee	5 8 0	5-0 & 6-0	4 8 0	4-0 & 5-0	10 0 0	10 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1893, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1892.	1893.	1892.	1893.	1892.	1893.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Rajputana—*contd.*						
Eastern—contd.						
Erinpura	12 0 0	6 0 0	6 0 0	6 0 0	12 0 0	12 0 0
Ajmere	5-0 to 8-0	5 0 0	5-0 to 8-0	5-0 to 8-0	7-8 to 15-0	7-8 to 15-0
Abu	7 0 0	7 0 0	6 0 0	6 5 0	18 0 0	18 12 0
Kishengarh	4-0 to 5-0	4-0 to 5 0	5-0 to 7-0	5-0 to 7-0	4-8 to 15-12	4-8 to 15-12
Boondee	5 10 0	3 12 0	5 10 0	2 13 0	7-8 „ 15-0	7-8 „ 15-0
Kotah	4 0 0	4 0 0	4 0 0	4 0 0	7-8 „ 8-0	7-8 „ 8-0
Jhallawar	4-0 to 5-0	4-0 to 5-0	4-0 to 7-0	4-0 to 7-0	5-0 „ 30-0	5-0 „ 30-0
Tonk	5 10 0	3 12 0	5 10 0	2 13 0	7-8 „ 15-0	7-8 „ 15-0
Jeypore	2-0 to 3-0	2-0 to 3-0.	3-8 to 6-0	3-8 to 6-0	7-8 „ 10-5	8-0 „ 10-5
Kerowlee	2 8 0	4 0 0	...	...	6-0 „ 8-0	6-0 „ 8-0
Dholpur	1-14 to 4-11	1-14 to 4-11	...	...	5-10 „ 20-0	5-10 „ 20-0
Bhurtpore	1-8 „ 3-0	1-8 „ 3-0	...	...	4-0 „ 17-0	4-0 „ 17-0
Ulwur	4-0 „ 5-0	4-0 „ 5-0	3-0 to 6-0	3-0 to 6-0	6-0 „ 15-0	6-0 „ 15-0
Deoli Cantonment	3-12 „ 5-10	3-12 „ 5-10	3-12 „ 5-10	3-12 „ 5-10	7-8 „ 9-6	7-8 „ 9-6
Nusseerabad Cantonment	6-0 „ 7-0	7 8 0	6-0 „ 9-0	6-0 „ 9-0	10-0 „ 15-0	10-0 „ 15-0
Hilly Tracts of Meywar	5 4 0	5 4 0	4 9 0	4 9 0	9-6 „ 15-0	9-6 „ 15-0
Bálmer	5 8 0	5 10 0	...	...	9 8 0	9 6 0
Anádra	7 0 0	7 0 0	6 0 0	6 5 0	...	...
Shahpoora	5 10 0	3 12 0	5 10 0	2 13 0	7-8 to 15-0	7-8 to 15-0
Western—						
Jodhpore	9 6 0	6 12 6	6 9 0	5 13 0	11 4 0	14 8 6
Jeysulmere	8 0 0	11 0 0	5 0 0	5 0 0	15 0 0	15 0 0
Bickaneer	3 9 6	4 11 0	3 0 9	4 3 6	6-9 to 9-8-6	9-6 to 13-2
Central India—						
Indore	5 8 0	5 0 0	7 0 0	7 0 0	15 0 0	15 0 0
Nimach Cantonment	5 10 0	5 10 0	7 0 0	7 0 0	12-0 to 13-0	12-0 to 13-0
Goona	4-0 to 5-0	4-0 to 5-0	4-0 to 5-0	4-0 to 5-0	12-9 „ 15-0	12-0 „ 15-0
Gwalior	5 10 0	5 10 0	6 0 0	6 0 0	11-4 „ 15-0	11-4 „ 15-0
Panjab—						
Southern—						
Hissar	6 0 0	6 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Ferozepore	5 0 0	6 0 0	5 8 0	6 0 0	22 8 0	15 0 0
Montgomery	8 0 0	8 0 0	6 0 0	6 0 0	14 0 0	14 0 0
Central—						
Gurgáon	5 8 0	5 8 0	6 8 0	6 8 0	12 8 0	13 8 0
Delhi	5 10 0	5 10 0	5 10 0	5 10 0	12 3 0	12 3 0
Rohtak	6 0 0	6 0 0	6 0 0	6 0 0	9 5 4	9 5 0
Karnál	7 8 0	7 8 0	5 8 0	7 0 0	15 0 0	15 0 0
Lahore	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Sub-montane—						
Umballa	7 8 0	7 8 0	5 0 0	5 0 0	12 0 0	12 0 0
Ludhiána	7 0 0	5 8 0	5 0 0	5 8 0	16 0 0	11 6 0
Jullundur	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Hoshiárpur	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Gurdáspur	5 10 0	5 10 0	6 0 0	6 0 0	15 0 0	15 0 0
Amritsar	7 0 0	7 0 0	5 8 0	5 8 0	14 8 0	14 8 0
Hills—						
Simla	6 2 0	6 9 0	6 0 0	6 2 0	12 0 0	13 10 0
Kángra	7 8 0	7 8 0	5 10 0	5 10 0	15 0 0	15 0 0
North-Western—						
Siálkot	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Gujránwála	5 8 0	5 8 0	5 8 0	5 8 0	13 8 0	13 8 0
Gujrát	4 0 0	4 0 0	5 0 0	5 0 0	10 5 0	10 8 0
Jhelum	5 10 0	5 10 0	6 0 0	6 0 0	15 0 0	15 0 0
Ráwalpindi	6 0 0	7 0 0	6 9 0	6 9 0	22 8 0	22 8 0
Hazára	7 0 0	7 0 0	7 8 0	7 8 0	22 8 0	22 8 0
Pesháwar	6 8 0	5 8 0	7 8 0	7 0 0	20 0 0	20 8 0
Kohát	7 0 0	7 0 0	6 0 0	7 8 0	23 0 0	22 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1893, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1892.	1893.	1892.	1893.	1892.	1893.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Panjab—*contd.*						
Western—						
Sháhpur	3 8 0	3 8 0	6 0 0	6 0 0	13 0 0	13 0 0
Jhang	4 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Mooltan	9 0 0	9 0 0	7 0 0	7 0 0	17 8 0	18 0 0
Bannu	6 4 0	6 1 0	6 0 0	6 0 0	16 0 0	15 14 0
D. I. Khan	5 0 0	5 0 0	6 0 0	6 0 0	21 4 0	21 4 0
Muzaffargarh	5 8 0	4 8 0	7 0 0	7 0 0	20 8 0	16 3 0
D. G. Khan	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Sind and Baluchistan—						
Karáchi	15 0 0	10-0 to 18-0	12 0 0	10-0 to 15-0	30 0 0	20-0 to 40-0
Hyderabad	15 0 0	10 0 0	10 0 0	10 0 0	31 0 0	31 0 0
Thar and Párkar (Umarkot)	10 0 0	10 0 0	8 0 0	8 0 0	25-0 to 30-0	20 0 0
Sukkur (Shikarpur)	8 0 0	8 0 0	8 0 0	9 0 0	30-0 „ 35-0	30 0 0
Upper Sind Frontier	8 0 0	8 0 0	8 0 0	8-0 to 9-0	28-8 „ 30-0	22-8 to 30-0
Quetta	15 0 0	15 0 0	12 0 0	10-0 „ 15-0	30-0 „ 40-0	30-0 „ 45-0
Bombay—						
Konkan—						
Karwar (Canara)	8 7 0	8 7 0	10 0 0	10 0 0	18-12 to 22-8	18-12 to 22-8
Ratnágiri	6 1 6	7 3 0	7 15 6	8 3 7	12-3 „ 15-0	10-3-6,,15-5-4
Alibág (Colába)	5 10 0	5 10 0	10 0 0	10 0 0	22 8 0	22 8 0
Bombay	11 0 0	11 0 0	9 8 0	9 8 0	27-8 to 42-0	27-8 to 42-0
Tanna	11 0 0	11 0 0	9 0 0	9 0 0	22 8 0	22 8 0
Deccan—						
Dharwar	8 0 0	8 0 0	9 0 0	8 0 0	19-6 to 23-4	17-0 to 19-0
Belgaum	6 10 8	6 13 7	8 9 4	8 11 8	15 1 4	15 9 4
Sátara	5 10 0	6 9 0	6 0 0	8 0 0	15-0 to 16-14	15-0 to 18-12
Sholapur	7 0 0	7 0 0	9 0 0	9 0 0	20-0 „ 25-0	20-0 „ 25-0
Bijápur	6 0 0	6 8 0	7 0 0	7 0 0	18-12 „ 30-0	18-12 „ 22-8
Poona	7 8 0	7-8 to 9-6	10 0 0	6-0 to 9-0	18-12 „ 22-8	15-0 „ 30-0
Khandesh—						
Ahmadnagar	7-0 to 8-0	7 8 0	8-0 to 10-0	8-0 to 10-0	20-0 to 22-0	18-12 to 22-8
Násik	9 0 0	9 0 0	9 0 0	9 0 0	15-0 „ 30-0	15-0 „ 30-0
Khandesh (Dhulia)	6 0 0	8 7 0	9 0 0	9 0 0	12-0 „ 15-0	22-8 „ 30-0
Guserat—						
Surat	6-0 to 8-0	6-0 to 9-0	8-0 to 10-0	8-0 to 10-0	15-0 to 25-0	15-0 to 25-0
Broach	6 8 0	7 8 0	8 0 0	7 8 0	16-0 „ 30-0	15-0 „ 30-0
Kaira	5 10 0	3 12 0	9 0 0	9 0 0	11-4 „ 22-8	9-6 „ 15-0
Baroda (Camp)	7 8 0	7 8 0	7 0 0	7 0 0	18-12 „ 22-8	18-12 „ 22-8
Ahmadabad	6 0 0	6 0 0	7 0 0	7 8 0	18 12 0	18 12 0
Panch Máhál (Godhra)	5 0 0	5 0 0	7 0 0	7 0 0	15-0 to 19-0	15-0 to 19-0
Deesa Cantonment	5 13 0	5 13 0	8 0 0	8 0 0	19 6 0	19 6 0
Kattywar—						
Rájkot	10 0 0	10 0 0	8 0 0	8 0 0	15-0 to 22-8	15-0 to 22-8
Central Provinces—						
Western—						
Nimar	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Khandwa-Asirgarh Cantonment	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Hoshangabad	6 0 0	6-0 to 8-0	6-0 to 7-0	6-0 to 7-0	12-0 to 30-0	12-0 to 30-0
Betúl	4 0 0	4 0 0	6 0 0	6 0 0	15-0 „ 20-0	15-0 „ 20-0
Chhindwára	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Nágpur	4 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Wardha	5 0 0	5 10 0	6 0 0	7 0 0	15 0 0	15 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1893, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*continued.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1892.	1893.	1892.	1893.	1892.	1893.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Central Provinces—*contd.*						
Central—						
Narsinghpur	4 0 0	4 0 0	6 0 0	6 0 0	12-0 to 16-0	12-0 to 16-0
Saugor	5 0 0	4 8 0	6 0 0	5 0 0	10 0 0	9-8 „ 10-0
Damoh	5 0 0	4 11 0	6 0 0	6 0 0	13-0 to 14-0	11 4 0
Jubbulpore	3-0 to 4-0	3 8 0	4-0 to 6-0	5 0 0	10-0 „ 15-0	10-0 to 15-0
Baghalkhand (Sutna)	4 8 0	4 8 0	5 0 0	5 0 0	14 0 0	14 0 0
Mandla	4 0 0	4 0 0	6 0 0	6 0 0	10-0 to 12-0	10-0 to 12-0
Seoni	4 0 0	4 0 0	6 0 0	6 0 0	12 0 0	15 0 0
Bálághát	3 0 0	3 0 0	4 0 0	4-0 to 5-0	12 0 0	6-0 to 10-0
Bhandára	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Chánda	4 0 0	4 8 0	5 0 0	5 0 0	11-4 to 15-0	9-8 to 12-0
Eastern—						
Biláspur	4 0 0	6 0 0	7 0 0	8 0 0	16 0 0	15 0 0
Raipur	6-0 to 7-0	5 10 0	7-0 to 9-0	6-0 to 8-0	8-0 to 15-0	11-0 to 22-0
Sambalpur	2 12 4	2 12 4	7 0 0	7 0 0	12 0 0	12 0 0
Berar—						
Buldána	5 10 0	5 10 0	7 0 0	7 0 0	22 8 0	22 8 0
Básim	7 9 0	7 0 0	6 0 0	6 0 0	22 4 0	19 0 0
Akola	6 14 0	7 12 0	7 0 0	7 12 0	24 0 0	23 4 0
Ellichpur	7 0 0	6 12 0	8 7 0	7 11 0	20 0 0	18 10 0
Amráoti	6 0 0	6 0 0	6 0 0	6 0 0	18 10 0	18 3 0
Wún	6 0 0	5 0 0	7 0 0	6 0 0	15 0 0	15 0 0
Nizam's Territories—						
Secunderabad	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	13-0 to 30-0	13-0 to 30-0
Boláram	...	...	5-2-1 to 6-13-6	5-2-1 to 6-13-6	9-15-1 „ 19-14-2	12-13 „ 25-10
Chadarghat	7-0 to 12-0	7 12 0	8 1 0	12 0 0	15 0 0	15 0 0
Madras—						
Malabar Coast—						
Malabar	7 5 8	7 5 8	6 11 2	6 11 2	14-2-8 to 15-10-8	14-14-8 to 16-6-8
S. Canara	6 14 0	6 14 0	6 12 0	6 12 0	16-14 „ 18-12	16 14 „ 18-12
South central—						
Coimbatore	5 1 4	5 0 0	6 5 4	6 5 4	16-4 to 20-0	16-4 to 18-12
Nilgiris	7 8 0	7 8 0	8 8 0	8 12 0	23 12 0	23 12 0
Salem	3 12 0	3 12 0	5 2 8	5 2 8	11-10-8 to 12-10-3	11-10-8 to 12-10-8
Central—						
Bellary	6 4 0	6 4 0	7 0 0	7 0 0	18-12 to 20-10	18-12 to 20-10
Anantapur	6 0 0	6 0 0	8 0 0	8 0 0	20 0 0	20 0 0
Cuddapah	7 8 0	7 8 0	7 8 0	7 8 0	15 0 0	15 0 0
Kurnool	5 10 0	5 10 0	6 0 0	6 0 0	15-0 to 18-12	15-0 to 18-12
East Coast, north—						
Ganjam	4 6 3	4 6 3	5 4 0	5 12 0	9-11 to 10-0	9-11 to 11-11-6
Vizagapatam	4 10 9	4 10 9	5 8 0	5 8 0	11 2 to 13-1-6	10-14 to 13-9
Godávari	5 10 8	5 13 4	5 10 8	6 2 8	14-4 to 15-4	15-10-8 „ 16-0
East Coast, central—						
Kistna	6 10 8	7 2 8	7 5 4	7 5 4	17-4 to 19-9-4	17-4 to 19-9 4
Nellore	6 0 0	6 0 0	6 12 0	6 12 0	15-0 „ 17-8	15-0 „ 17-8
East Coast, south—						
Madras	6 0 0	6 0 0	6 8 0	6 8 0	13-0 to 16-0	13-0 to 16-0
Chingleput	4 15 0	4 15 0	5 4 0	5 4 0	13-8 „ 16-6	13-8 „ 16-6
N. Arcot	5 14 5	5 14 5	6 6 5	6 6 5	15-11-2 „ 17-14-5	15-11-2 „ 17-14-5
S. Arcot	5 4 0	5 1 4	6 3 4	6 3 4	12-8 „ 14-6	14-14 „ 13-2
Tanjore	6 7 4	6 7 4	6 8 0	6 8 0	15-6 „ 16-2	16-2 „ 16-5
Trichinopoly	6 6 6	6 9 0	7 0 0	7 0 0	13-2 „ 14-1	13-2 „ 14-1

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1893, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—*concluded.*

Districts.	Average Wages per month.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1892.	1893.	1892.	1893.	1892.	1893.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Madras—*contd.*						
Southern—						
Tinnevelly	5 4 0	5 4 0	6 10 8	6 10 8	12-5-8 to 14-13-4	12-5-8 to 14-13-4
Madura	5 5 0	5 9 0	5 14 0	5 14 0	12-13 to 13-7	12-13 to 13-7
Mysore—						
Mysore	7 0 0	7 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Bangalore	5-0 to 10 0	5 0 0	7 0 0	7 0 0	18-0 to 22-8	22 8 0
Kolar	7 0 0	5 0 0	7 0 0	7 0 0	15 0 0	15 0 0
Tûmkûr	7 8 0	7 8 0	6 0 0	6 0. 0	15-0 to 25-0	15 0 0
Hassan	2-8 to 5-0	7 8 0	8 0 0	8 0 0	15-0 „ 30-0	22 8 0
Kadur	6 0 0	6 0 0	7 8 0	7 8 0	22 8 0	22 8 0
Shimoga	2-8 to 5-0	5 0 0	5-0 to 8-0	8 0 0	10-0 to 25-0	25 0 0
Chitaldroog	2-0 „ 5 0	5 0 0	5-0 „ 7-0	7 0 0	15-0 „ 30-0	30 0 0
Coorg—						
Coorg	7-8 to 9-6	7-8 to 9-6	8 0 0	8 0 0	22 8 0	22 8 0
Aden	...	...	10-0 to 15-0	10-0 to 15-0	30-0 to 37-8	30-0 to 37-8

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FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 10th, 1894.

The most important feature of the weather during the week under review was the large, shallow disturbance, which appeared over the western desert, Guzerat and the North Konkan, on the 6th. This depression occasioned feeble and irregular cyclonic winds over Central and North-Western India, and occasioned rain on its eastern and northern sides. On the 7th the rainfall extended from the Indus to the east of the North-Western Provinces, on the eastern side of the disturbance, and the rainfall amounts were generally small. On the 8th the distribution of rain was about the same as on the preceding day, but the amounts were somewhat heavier, Simla, Ahmednagar, Chakrata, Jhansi, and Allahabad having received about 1 inch. By the 9th the rainfall had extended into Behar, and the fall had become very heavy over the Kumaun Himalayas, Mussoorie having received 5·54 inches and Dehra Dun 3·42 inches. By the next morning the depression had disappeared and the rainfall practically ceased. Over Southern and North-Eastern India where the weather was outside the influence of the depressions, conditions were settled and the weather fairly quiet. The heat was greater than usual generally, and the mean temperature of the whole country for the week was nearly 2° above the normal average.

On the 4th the general distribution of pressure was such as is ordinarily experienced in fine weather during the cold season. A large high pressure area

existed over North-West India, and extended eastward and southward over the Gangetic plain and the central parts of the country. At the same time readings were low over Malabar and the south of the Bay. The winds were north-westerly down the Gangetic plain, northerly and north-easterly over a large part of North-Western and Central India, northerly over the Bay, and easterly over the Peninsula. Light rain was falling in Baluchistan and at Dhubri, and moderate rain in the south of the Peninsula. On the 5th the barometer was falling except in the south of the Peninsula, but the general distribution of pressure and the general circulation of the winds were practically unchanged. Rain continued in Baluchistan, and light showers had extended to a few places in the Punjab, but over North-West India both on the hills and plains the rainfall received was generally less than one-tenth of an inch. Moderate to light rain continued to fall in the south of the Peninsula, and a local shower was reported from Ahmednagar. The chart of the 6th showed a considerable change. A large, though shallow, depression had appeared over the western desert, Guzerat, and the North Konkan, and the large high pressure area in the north-west had to a great extent given way. In consequence pressure had become generally uniform. With the greater uniformity of pressure the winds had become more variable and over North-West India showed slight cyclonic movements. A snow storm had given a fall of 1·26 inch to Quetta, and scattered showers were reported from different parts of India. Belgaum had received ½ inch and Ahmednagar 0·65 inch, but elsewhere the amounts were small. The chart of the 7th showed that the shallow depression had drifted slowly eastward, and that the centre lay near Indore. The depression was better defined than on the preceding day, and its influence on the weather more marked. The winds over the Bay area and over the Peninsula were unaffected by the depression, but elsewhere the directions exhibited cyclonic movements around the low pressure. Rain was falling around the eastern and northern sides of the depression. The fall commenced at Poona, extended north-eastward across the Central Provinces, and then spread north-westward over the North-Western Provinces, and the Punjab. Murree, Simla, and Chakrata reported over 1 inch, and Mussoorie, Cherat, and Rawalpindi over ½ inch, but elsewhere the amounts were small. On the 8th the barometer was rising and the depression had largely disappeared, but the weather was still affected by it, and rain continued to be reported from parts of the Deccan, the Central Provinces, the North-Western Provinces, and the Punjab. Simla and Ahmednagar had received about 1¾ inches, but at the other stations the amounts were less than 1 inch. On the 9th pressure was changing irregularly. Readings were high in the north and decreased fairly steadily southward, but the slight depression noticed on the two preceding days was shown over the south of the Gangetic plain. The winds were feebly cyclonic in this region, but elsewhere blew from about the normal directions. Rain had ceased in the Deccan, but was still falling in parts of the Central Provinces and of the Punjab and over most of the North-Western Provinces. It had also extended into Bihar. The fall had been very heavy over the Kumaun Himalayas; Mussoorie having received 5·54 inches and Dehra Dun 3·42 inches. By the morning of the 10th the depression, recently noticed, was disappearing over Bengal and Assam, and the distribution of pressure and the circulation of the winds were generally the same as those which had prevailed at the commencement of the week. Rain had ceased almost everywhere, though light showers

were still reported from Baluchistan, the North-Western Himalayas, and a few places in the North-Western Provinces.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India:—

Province.	February 1894.							Mean variation of week.
	4th.	5th.	6th.	7th.	8th.	9th.	10th.	
	°	°	°	°	°	°	°	°
Burma	+3·1	+2·9	+2·9	+2·9	+3·3	+3·1	+4·6	+3·3
Bengal and Assam	+2·7	+0·7	+0·1	+1·5	+3·6	+4·2	+4·7	+2·5
North-Western Provinces and Oudh	−1·7	−0·1	+1·5	+3·6	+3·1	+1·5	−0·7	+1·0
Punjab	−1·6	−1·8	+1·0	−1·3	−0·2	−1·0	−0·4	−0·8
Bombay	+1·3	+4·7	+4·9	+3·5	+2·3	+1·7	+2·0	+2·9
Central Provinces and Berar	+0·9	+3·7	+4·6	+6·6	+5·6	+4·2	+4·4	+4·3
Central India and Guzerat	−2·7	+1·5	+4·7	+8·5	+3·4	+2·0	+2·6	+2·9
Sind and Rajputana	−2·1	−0·8	+2·5	+2·9	−0·4	−0·5	+0·2	+0·3
Madras	+2·0	+0·7	+0·8	−1·0	−2·2	−1·2	−0·8	−0·2
Mean for whole of India	+0·2	+1·3	+2·6	+3·0	+2·1	+1·6	+1·8	+1·8

The mean temperature of the whole of India exceeded the normal average on each day of the week, the abnormal excess ranging from only 0°·2 on the 4th to 3°·0 on the 7th. The provincial variations show an excess in all provinces except the Punjab and Madras, where there is a trifling deficiency. In Burma, Bengal, Assam, Bombay, and the Central Provinces the heat was steadily excessive throughout the week, but in the other provinces the variations from the normal were less regular.

Rain.—As mentioned above most of the rainfall recorded over India during the week under review, was attributable to the shallow depression which passed across the country between the 6th and 9th of February. This depression, though a very unimportant disturbance at the earth's surface, exercised considerable influence on the weather and gave rain to the nearly whole of Northern India from Bihar to the Indus as well as to the more central parts of the country and the head of the Peninsula. Before the appearance of this depression the weather had been somewhat showery over the south of the Peninsula. In consequence more or less rain was recorded during the week in nearly all parts of the country except the extreme north-east, part of the east of the Peninsula and in Guzerat and Rajputana. The rainfall table, at the close, shows that rain was received in thirty-one of the rainfall divisions while rain was absent in the case of twenty-one divisions. The heaviest average actual rainfall was 3·54 inches in the Punjab (Hill districts). This was followed by 1·21 inch in Oudh (South) and by 1·02 inches in the Submontane division of the North-Western Provinces. In all the remaining divisions the average actual fall per division was less than one inch and in the case of eight of the divisions was less than one-tenth of an inch. In Burma, Bengal (except Bihar), Coorg, the Central Provinces (East), Guzerat, Kathiawar, Rajputana, Central India (West), the East Coast (North), and Hyderabad there was absolutely no rain during the week. The third column of the table shows that the rainfall of the

week was heavier than usual over Bihar, the whole of the North-Western Provinces, the Submontane, the Hill districts and the north-west of the Punjab, Malabar, Madras (South-central), Mysore, the Konkan, the Deccan, Khandesh, Berar, the Central Provinces (West and Central), Central India (East), Madras (Central), the East Coast (South), and Madras (South), while in the other provinces it was lighter than usual.

The information contained in the three last columns exhibits much the same general conditions as did the report of last week. There is a considerable excess of rain for the season over the North-Western Provinces, the Punjab, and a large part of the Peninsula, and a general deficiency elsewhere.

The following are the more important total amounts recorded during the week:—At Kunda (Pertabgarh) 4·66 inches; at Kalsi (Dehra Dun) 5·42 inches; at Naraingarh (Umballa) 3·94 inches; at Kangra 4·10 inches; at Murree 4·60 inches; at Conoor (Nilgiris) 3·19 inches.

Province.	Division.	Rainfall data for week ending 10th February 1894.			Rainfall data from 31st December to 10th February 1894.		
		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, 31st December to 10th February.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·04	—0·04	0	0·07	—100
	Lower Burma	0	0·07	—0·07	0	0·28	—100
	Central ditto	0	0·05	—0·05	0	0·15	—100
	Upper ditto	0	?	?	0	?	?
	Arakan	0	0	0	0	0·12	—100
Bengal and Assam	Eastern Bengal	0	0·25	—0·25	0	0·93	—100
	Assam (Surma)	0	0·24	—0·24	0	1·26	—100
	Ditto (Brahmaputra)	0·09	0·29	—0·20	0·49	1·41	— 65
	Deltaic Bengal	0	0·41	—0·41	0	1·03	—100
	Central ditto	0	0·23	—0·23	0	0·76	—100
	North ditto	0	0·07	—0·07	0·21	0·74	— 72
	Orissa	0	0·22	—0·22	0·01	0·70	— 99
	Chota Nagpur	0	0·36	—0·36	0·01	1·10	— 99
	Bihar (South)	0·20	0·18	+0·02	0·64	0·87	— 26
	Ditto (North)	0·14	0·13	+0·01	0·41	0·82	— 50
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·49	0·22	+0·27	1·43	0·87	+ 64
	North-Western Provinces (Submontane) (*a*).	0·45	0·17	+0·28	1·23	0·78	+ 58
	Oudh (South)	1·21	0·08	+1·13	2·40	0·86	+179
	Ditto (North)	0·77	0·07	+0·70	1·94	0·96	+102
	North-Western Provinces (Central).	0·82	0·07	+0·75	2·01	0·67	+200
	North-Western Provinces (West).	0·26	0·10	+0·16	1·95	0·73	+167
	North-Western Provinces (Submontane) (*b*).	1·02	0·41	+0·61	3·54	2·10	+ 69
Punjab	Punjab (South)	0·01	0·12	—0·11	2·57	0·75	+243
	Ditto (Central)	0·01	0·13	—0·12	2·99	0·90	+232
	Ditto (Submontane)	0·55	0·39	+0·16	4·82	2·03	+137
	Ditto (Hill Districts)	3·54	0·83	+2·71	11·80	4·58	+157
	Ditto (North-West)	0·63	0·44	+0·19	6·20	2·32	+167
	Ditto (West)	0·05	0·09	—0·04	1·16	0·73	+ 59
Bombay and Malabar Coast Districts (Madras).	Malabar	0·30	0·04	+0·26	0·40	0·39	+ 3
	Madras (South Central)	0·93	0·08	+0·85	1·13	0·31	+265
	Coorg	0	0·02	—0·02	0	0·33	—100
	Mysore	0·06	0·01	+0·05	0.07	0·08	— 13
	Konkan	0·01	0	+0·01	0·02	0·09	— 78
	Bombay, Deccan	0·33	0	+0·33	0·34	0·06	+467
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·52	0	+0·52	0·54	0·11	+391
Central Provinces and Berar.	Berar	0·12	0·01	+0·11	0·24	0·46	— 48
	Central Provinces (West)	0·17	0·05	+0·12	0·25	0 59	— 58
	Ditto ditto (Central)	0·39	0·08	+0·31	0·75	0·71	+ 5
	Ditto ditto (East)	0	0·08	—0·08	0·03	0·65	— 95
Bombay (North)	Guzerat	0	0	0	0·02	0·07	— 77
	Kattywar	0	0·04	—0·04	0·01	0·07	— 86
	Sind	0·04	0·06	—0·02	1·77	0·58	+202
Rajputana and Central India.	Central India (East)	0·26	0·02	+0·24	0·60	0·45	+ 33
	Rajputana (East), Central India (West).	0	0	0	0·81	0·25	+224
	Rajputana (West)	0	0	0	0·70	0·31	+126
Madras	East Coast (North)	0	0·05	—0·05	0·18	0·25	— 28
	Ditto (ditto) (*a*)	0	0·01	—0·01	0·15	0·08	+ 88
	Hyderabad (South)	0	0·02	—0·02	0·06	0·22	— 73
	Madras (Central)	0·14	0	+0·14	0·18	0·06	+200
	East Coast (Central)	0·03	0·03	0	0·68	0·44	+ 55
	Ditto (South)	0·61	0·15	+0·46	1·66	0·78	+113
	Madras (South)	0·67	0·20	+0·47	0·81	0·90	— 10

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

Simla, the 15th February, 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 17th February.*—No rain. Agricultural operations of season proceeding. Standing crops generally fair. Harvest continues to yield average outturn. Pasturage growing scarcer, but fodder abundant. Condition of cattle good. Prices generally slightly easier, but still very high in the southern half of the Presidency.

Bombay.—*For week ending 21st February.*—Rain in parts of Sind beneficial to crops. Standing crops damaged by easterly winds, frost, rust, blight, insects, or untimely rain in parts of seven districts; prospects otherwise good. Reaping of early or late crops progressing in ten districts. Lands being prepared for next season in three districts. Cotton-picking continues in five districts. Fodder sufficient and agricultural stock good. Prices steady except in two districts.

Bengal.—*For week ending 17th February.*—There was no rain, and fine settled weather prevailed throughout the week. Prospects of the spring crops are good except in parts of Eastern and Central Bengal and of Chota Nagpur where they are suffering from want of rain. Spring rice is being transplanted, but for this crop also rain is required. In North Bengal lands are being ploughed for autumn rice and jute. The harvesting of sugarcane, mustard, potatoes, and other earlier spring crops is still proceeding. Poppy promises well in Bihar. In Hazaribagh it has been damaged to some extent by hail. In Rajshahi the manufacture of ganja has begun, but the outturn is likely to be below the average. The supply of fodder and water is generally sufficient. The price of common rice has slightly risen in some districts. In FARIDPUR (MADARIPUR SUB-DIVISION) the numbers on relief works and in receipt of gratuitous relief were:—*Relief-works*, 368 men against 417 in the previous week; *gratuitous relief*, 7 men, 18 women, and 6 children, total 31 against 55 in the preceding week.

North-Western Provinces and Oudh.—*For week ending 21st February.*—Weather generally unsettled. Showers have fallen in most districts, in some accompanied by hail. In Partabgarh damage to the wheat and barley crops by rain is reported. In Jhansi the hail has injured the crops in seven villages. Prospects are, however, good. Markets are well-supplied, and prices fairly steady.

Punjab.—*For week ending 21st February.*—Rain has fallen in all districts, except Umballa. More rain is still wanted in the Daman tract of Dera Ismail Khan. Irrigation of spring crops in progress. Land is being prepared for the autumn crop. Condition of standing crops and prospects are generally reported good. The rape-seed crop is in flower. Crops have been injured by field rats in parts of Lahore. Cattle are generally in good condition, and fodder is sufficient throughout the province. The poppy crop is in good condition. Prices rising in one district, falling in three others, stationary elsewhere.

Central Provinces.—*For week ending 21st February.*—Weather clear, with passing clouds. Days abnormally warm. Reaping of wheat and other winter crops progressing. Fodder sufficient except in part of one district where it is reported to be insufficient owing to failure of the rice crops. Prices steady.

Burma.—*For week ending 17th February.*—Slight rain in one district only. Harvesting of the main paddy crop completed except in a few districts. In Upper Burma agricultural operations in connection with the dry-weather crops are progressing satisfactorily; wet-weather paddy, *jowar* (*sorghum vulgare*), and sesamum have been reaped, good crops being obtained. The cotton crop is not good in Sagaing, and wheat in Sagaing and Minbu is suffering severely from rust, and an insignificant crop of grain is expected. Island crops are fair. Fodder and water-supply sufficient. The price of paddy has fallen in Akyab and Tavoy and is below the normal, except in the Arakan division and Tavoy.

Assam.—*For week ending 20th February.*—Weather hot. Early rice-ploughing and sugarcane-pressing in progress. Mustard being harvested. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 21st February.*—MYSORE: Standing crops in good condition. *Ragi* (*Eleusine coracana*) harvested in the Bangalore district. Rice sown in the Kolar, Tumkur, and parts of Chitaldroog districts; harvested in the Mysore district. No material change in prices.

COORG: Threshing of rice and coffee-picking nearly completed. Water and fodder for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 21st February.*—BERAR: Weather variable. Spring crops which are in fairly good condition have suffered in parts of the Wun taluka from cloudy weather, and in the Mehkar taluka from recent hail-storms. Preparation of land for ensuing autumn crop in progress in three districts only. Fodder and water-supply sufficient. Prices steady.

HYDERABAD: No rain during the week. Harvesting of hot-weather crops continues; cutting of spring crops commenced. Prices stationary.

Central India.—*For week ending 21st February.*—Slight rain during the week in Gwalior, Bhopal, Bundelkhand, and Bagelkhand. Condition of standing crops indifferent in Bagelkhand, but fair in other Agencies; probable outturn expected to be below average in Bundelkhand, Neemuch, and in parts of Gwalior. Agricultural stock in fairly good condition. Prices rising in Bhopal, Bundelkhand, Goona, and in parts of Gwalior; steady in other Agencies. Condition of opium generally good.

Rajputana.—*For week ending 21st February.*—Rainfall slight in Ulwar. Agricultural operations, standing crops, and cattle satisfactory. Prospects generally good. Pasturage or fodder sufficient. Prices fluctuating in one State, risen in two, fallen in two, and steady elsewhere.

Kashmir.—*For week ending 20th February.*—Snow and rain during the week. Prospects of the spring crops good. Prices favourable with tendency to fall.

Nepal.—*For week ending 17th February.*—Weather fine. Prospects good.

E. C. BUCK,

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 11TH FEBRUARY 1893, AND FROM 1ST JANUARY TO 10TH FEBRUARY 1894.

N.B.—As regards the figures in column *Total Receipts from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 11th February 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 10th February 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 11th February 1893.	Earnings from 1st January to 10th February 1894.	Increases during the 1st-half of 1894.	Decreases during the 1st-half of 1894.
State lines worked by companies.	*R*	*Miles.*	*R*	*R*	*Miles.*	*R*	*R*	*R*	*R*	*R*	*R*
Standard gauge—											
East Indian	619	1,634	11,30,311	692	1,634	12,39,814	759	60,07,521	67,90,172	7,82,651	...
Bengal-Nágpur	180	803	1,75,364	203	863	1,55,326	180	8,69,673	8,86,641	16,968	...
Indian Midland	145	752	1,08,334	144	752	1,10,985	148	6,72,730	7,15,687	42,951	...
Bezwada Extension	96	21	2,037	97	21	1,462	70	13,611	8,090	...	5,521
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,12,112	301	1,699	5,44,010	320	29,64,571	30,20,660	56,089	...
South Indian	157	1,043	1,49,762	144	1,043	1,24,387	119	9,02,844	7,11,685	...	1,91,159
Southern Mahratta (*b*)	109	1,106	1,13,539	103	1,164	1,05,224	90	6,19,066	5,98,688	...	20,378
Bengal and North-Western (*c*)	162	756	1,17,806	156	756	1,19,030	157	6,60,626	6,44,450	...	22,176
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	214	15,625	73	223	18,547	83	92,222	1,12,436	20,214	...
Pálanpur-Deesa	...	...	...	...	16	810	51	...	5,130	5,130	...
TOTAL	272	8,088	23,24,880	287	8,171	24,19,595	296	1,28,08,870	1,34,93,639	6,84,769	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,06,713	202	2,509	5,81,907	232	30,02,654	34,45,622	3,52,968	...
Oudh and Rohilkhand (state)	272	692	1,81,707	263	740	2,02,032	274	10,36,341	11,03,653	67,312	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,87,410	241	813	2,46,740	303	12,24,316	15,64,320	3,40,004	...
Bengal Central (*e*)	120	125	16,908	133	125	15,040	120	92,405	89,270	...	3,195
East Coast (state)	55	...	...	...	266	22,249	84	...	1,05,340	1,05,340	...
Metre gauge—											
Burma (state)	224	715	2,11,956	296	730	1,81,221	248	10,58,633	8,59,074	...	1,99,559
Special gauges—											
Jorhát (state provincial)	46	28	917	33	28	948	34	5,976	6,073	97	...
Cherra-Companyganj (state provincial)	58	8	508	64	8	434	54	2,947	2,693	...	254
TOTAL	231	4,854	11,05,819	228	5,219	12,51,171	240	65,13,332	71,76,045	6,62,713	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	610	1,490	9,53,075	640	1,490	9,31,959	625	51,71,300	56,42,989	4,71,689	...
Bombay, Baroda and Central India	765	461	2,90,877	631	461	3,04,000	659	17,30,540	17,40,000	9,460	...
Madras	242	840	2,07,176	247	840	1,87,058	223	11,97,325	10,44,461	...	1,52,864
TOTAL	525	2,791	14,51,128	520	2,791	14,23,017	510	80,99,165	84,27,450	3,28,285	...
TOTAL (GUARANTEED AND STATE)	304	15,733	48,81,827	310	16,181	50,93,783	315	2,74,21,307	2,90,97,134	16,75,767	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	18,033	112	161	21,645	134	1,19,095	1,25,317	6,222	...
Tarkessur	277	22	5,971	271	22	6,852	311	34,792	35,541	749	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	3,815	57	67	9,933	148	25,560	52,354	26,794	...
Dibru-Sadiya	126	78	9,042	116	78	8,818	113	54,097	50,053	1,956	...
TOTAL	142	328	36,861	112	328	47,248	144	2,34,144	2,69,865	35,721	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	62,602	188	333	55,584	167	3,33,264	3,10,567	...	22,697
The Gaekwar's Petlád	103	13	1,727	133	13	1,110	85	8,103	5,970	...	2,103
Rájpura-Bhátinda	124	108	12,176	113	108	15,106	140	65,072	61,510	...	3,562
Metre gauge—											
Southern Mahratta (Mysore section) (*g*)	104	331	34,162	103	362	29,702	82	1,95,156	1,69,891	...	25,265
The Gaekwar's Mehsána	80	93	7,771	84	93	8,940	96	39,711	40,780	7,069	...
Kolhapur	83	29	2,847	98	29	1,681	58	15,039	8,698	...	6,341
Special gauge—											
The Gaekwar's Dabhoi	82	72	4,841	67	72	5,230	73	29,572	26,940	...	2,632
TOTAL	125	979	1,26,126	129	1,010	1,17,353	116	6,85,977	6,30,356	...	55,621
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	48,178	144	334	37,140	111	2,38,654	2,17,202	...	21,452
Jetalsar-Rájkot	24	...	...	...	46	2,555	56	...	15,322	15,322	...
Jodhpur-Bickaneer	53	291	18,295	63	364	20,700	73	1,07,629	1,44,700	37,071	...
Special gauge—											
Morvi	70	94	6,833	73	94	6,203	66	37,565	38,148	583	...
TOTAL	93	719	73,306	102	838	72,598	87	3,83,848	4,15,372	31,524	...
GRAND TOTAL	282	17,759	51,18,120	288	18,357	53,30,982	290	2,87,25,330	3,04,12,727	16,87,391	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways
(*g*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

CALCUTTA,
The 23rd February 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLIII OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 11th February 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 10th February 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April 1892 to 11th February 1893.	Earnings from 1st April 1893 to 10th February 1894.	Increases in 1893-94.	Decreases in 1893-94.
State lines worked by Companies.	*R*	*Miles.*	*R*	*R*	*Miles.*	*R*	*R*	*R*	*R*	*R*	*R*
Standard gauge—											
East Indian	580	1,634	11,30,311	692	1,634	12,30,814	759	4,21,50,432	4,36,32,057	14,82,525	...
Bengal-Nágpur	140	863	1,75,364	203	803	1,55,326	180	48,67,144	51,29,247	2,62,103	...
Indian Midland	129	752	1,08,324	144	752	1,10,985	148	42,62,250	43,24,784	62,534	...
Bezwáda Extension	80	21	2,037	97	21	1,462	70	85,574	85,721	147	...
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,12,112	301	1,699	5,44,010	320	1,90,25,595	1,91,12,646	87,051	...
South Indian	139	1,043	1,40,762	144	1,043	1,24,387	119	67,90,965	67,48,059	...	42,906
Southern Mahratta (*b*)	87	1,106	1,13,539	103	1,164	1,05,224	90	39,48,480	50,69,202	11,20,722	...
Bengal and North-Western (*c*)	137	756	1,17,806	156	756	1,19,030	157	45,04,941	43,90,288	...	1,14,653
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	214	15,625	73	223	18,547	83	5,78,297	6,19,841	41,544	...
Pálanpur-Deesa	...	...	...	...	16	810	51	...	(*d*)9,522	9,522	...
TOTAL	243	8,088	23,24,880	287	8,171	24,19,595	296	8,62,13,678	8,91,22,267	29,08,589	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	5,06,713	202	2,509	5,81,007	232	2,16,38,826	2,53,73,086	37,34,260	...
Oudh and Rohilkhand (state)	235	692	1,81,707	263	740	2,02,632	274	71,60,695	74,33,052	2,72,357	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	1,87,410	241	813	2,46,740	303	1,04,29,293	1,11,22,970	6,93,680	...
Bengal Central (*f*)	120	125	16,608	133	125	15,040	120	6,69,244	6,69,288	44	...
East Coast (state)	...	...	...	...	266	22,249	84	...	5,42,364	5,42,364	...
Metre gauge—											
Burma (state)	194	715	2,11,956	296	730	1,81,221	248	57,96,893	50,72,440	...	7,24,453
Special gauges—											
Jorhát (state provincial)	46	28	917	33	28	948	34	59,200	62,597	3,397	...
Cherra-Companyganj (state provincial)	47	8	508	64	8	434	54	16,246	19,143	2,897	...
TOTAL	217	4,854	11,05,819	228	5,219	12,51,171	240	4,57,70,403	5,02,94,949	45,24,546	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	9,53,075	640	1,490	9,31,959	625	3,33,88,096	3,28,02,302	...	5,85,794
Bombay, Baroda and Central India	605	461	2,90,877	631	461	3,04,000	659	1,21,59,327	1,27,28,173	5,68,846	...
Madras	220	840	2,07,176	247	840	1,87,058	223	84,17,183	88,77,076	4,59,893	...
TOTAL	442	2,791	14,51,128	520	2,791	14,23,017	510	5,39,64,606	5,44,07,551	4,42,945	...
TOTAL (GUARANTEED AND STATE)	271	15,733	48,81,827	310	16,181	50,93,783	315	18,59,48,687	19,38,24,767	78,76,080	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	18,033	112	161	21,645	134	9,15,548	10,63,256	1,17,708	...
Tárkessur	252	22	5,971	271	22	6,852	311	2,45,567	2,41,025	...	4,542
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	3,815	57	67	9,933	148	3,63,702	3,98,169	34,467	...
Dibru-Sadiya	123	78	9,042	116	78	8,818	113	4,50,253	4,44,247	13,994	...
TOTAL	135	328	36,861	112	328	47,248	144	19,85,070	21,46,697	1,61,627	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	62,602	188	333	55,584	167	22,78,695	23,08,265	29,570	...
The Gaekwar's Petlád	96	13	1,727	133	13	1,110	85	55,079	51,914	...	3,165
Rájpura-Bhátinda	92	108	12,176	113	108	15,106	140	4,53,952	5,49,938	96,246	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	34,162	103	362	29,702	82	12,95,832	14,92,259	1,96,427	...
The Gaekwar's Mehsána	59	93	7,771	84	93	8,940	96	2,31,572	2,85,438	53,916	...
Kolhápur	67	29	2,847	98	29	1,681	58	84,028	94,904	10,870	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	4,841	67	72	5,230	73	2,10,436	2,06,440	...	3,996
TOTAL	107	979	1,26,126	129	1,010	1,17,353	116	46,09,284	49,89,158	3,79,874	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	48,178	144	334	37,140	111	14,37,954	17,12,255	2,74,301	...
Jetalsar-Rájkot	...	...	...	...	46	2,555	56	...	(*i*) 1,18,329	1,18,329	...
Jodhpur-Bickaneer	60	291	18,295	63	364	20,700	73	7,88,122	8,02,069	13,947	...
Special gauge—											
Morvi	65	94	6,833	73	94	6,203	66	2,74,986	2,81,087	6,101	...
TOTAL	80	719	73,306	102	838	72,598	87	25,01,062	29,13,740	4,12,678	...
GRAND TOTAL	251	17,759	51,18,120	288	18,357	53,30,982	290	19,50,44,103	20,38,74,362	88,30,259	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total receipts from 8th November 1893 to 10th February 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total receipts from 12th April 1893 to 10th February 1894.

CALCUTTA,
The 23rd February 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR 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, CADJANPKA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 10	10 10	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 12	256 12	12 0	12 0
Tavoy	...	...	...	...	11 13	11 4	13 4	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	10 14	10 15
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 6	9 6	11 5	11 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 7	14 4
Bassein	...	...	...	...	11 14	12 7	15 14	15 14	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	11 9	11 9	12 7	12 7	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 7	14 13	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	9 8
Henzada	...	...	...	...	14 4	12 7	14 4	12 7	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	14 5	12 14	20 6	16 7	...	...	...	...	...	...	...	...	10 13	10 13	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	11 6	13 0	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	16 12	22 5	...	...	12 12	11 11	19 11	17 4	...	...	...	...	...	...	...	...	14 4	14 4	28 3	28 3	8 10	8 10	245 0	245 0	12 14	12 14
Upper Burma—																										
Mandalay	23 1	22 0	...	...	11 8	11 8	12 0	12 0	26 15	26 15	...	...	...	...	...	...	12 5	12 13	28 7	28 7	9 13	10 0	82 0	82 0	15 2	14 6
Bamo	...	...	...	...	7 3	7 3	9 0	9 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 3	182 0	182 0	9 10	9 10
Pakôkku	...	...	...	...	9 0	9 0	11 0	11 0	32 0	30 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	13 7	9 8	14 4	14 4	...	...	...	...	...	...	...	...	11 0	11 0	34 3	34 3	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	13 1	13 1	16 9	14 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	12 14	10 8
Kyaukpyu	...	...	...	...	7 11	7 4	8 8	8 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	15 12	15 12
Akyab	...	...	...	...	11 0	10 0	13 0	11 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 0	250 0	250 0	12 8	12 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 12	9 0	9 10	11 6	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	...	...	8 14	9 0
Cachar	8 8	8 8	...	...	7 4	7 8	9 12	10 8	...	...	...	...	...	...	...	...	11 8	12 0	...	...	...	...	80 0	80 0	8 8	9 8
Khási and Jaintia Hills	6 0	6 2	...	...	4 3	4 2	5 3	5 8	...	...	...	...	...	...	...	...	7 7	7 5	10 0	10 0	...	...	80 0	80 0	6 0	6 2
Garo Hills	...	...	...	...	6 0	6 0	11 0	12 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 8	6 8	11 8	11 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	110 0	120 0	9 0	9 0
Kámrúp	8 0	8 0	...	...	8 0	8 0	11 8	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	10 0	10 8
Darrang	9 0	9 0	...	...	7 0	7 8	11 0	9 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	160 0	9 0	9 8
Nowgong	...	...	...	...	6 8	6 8	12 0	12 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 8	8 8
Sibságar	...	...	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 8
Lakhimpur	8 0	7 8	...	...	6 8	6 4	11 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	10 8	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	4 0	4 0	5 0	5 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	...	...	10 0	10 6½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	10 0	9 2
Noakhali	...	...	...	...	11 0	11 0	12 6	12 6	...	...	...	...	...	...	...	...	12 8	12 0	...	...	...	...	...	...	8 0	8 0
Chittagong	11 0	11 0	...	...	10 0	8 14	12 0	12 0	...	...	...	...	...	...	...	...	12 0	11 8	...	...	...	...	80 0	80 0	9 8	9 8
Tippera	10 0	10 0	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	16 0	11 0	...	...	11 0	7 0	...	...	9 10	9 10
Dacca	11 8	11 8	...	...	8 8	8 8	10 8	10 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	140 0	140 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	100 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	10 0	9 12	11 8	11 2	...	...	...	...	...	...	...	...	11 0	12 0	...	...	12 0	12 0	160 0	160 0	9 0	10 0
24-Parganas	13 8	13 8	17 0	17 0	8 0	8 0	12 8	12 8	16 0	16 0	...	...	...	...	8 0	8 0	20 0	20 0	18 0	18 0	21 0	20 0	100 0	100 0	10 8	10 8
Midnapore	11 0	11 0	...	...	10 0	10 0	16 4	16 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 8	18 8	200 0	200 0	10 4	10 4
Howrah	...	...	...	...	12 5	10 4	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	12 0	12 0	105 0	105 0	10 0	10 0
Calcutta	12 10	12 10	14 14	14 14	7 7	7 7	10 0	10 0	18 12	18 12	...	...	...	...	8 6	8 12	14 14	14 14	20 0	20 0	18 13	18 13	85 0	85 0	11 0	11 0
Hooghly	14 0	14 0	14 0	14 0	8 0	8 8	10 12	10 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	10 8	10 8	120 0	120 0	12 12	12 12
Nadia (Krishnagar)	19 6½	20 0	22 13½	...	8 0	8 0	13 5	12 4	...	...	...	...	...	...	...	...	26 10	22 0	...	...	20 0	20 0	128 0	128 0	9 12	9 12
Jessore	12 4	10 10	...	...	8 8	8 8	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 5	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Faridpur	16 0	16 0	18 0	18 0	7 0	7 0	11 8	12 0	...	...	...	...	...	...	...	...	11 0	10 0	...	...	...	...	120 0	...	9 0	8 0
Central—																										
Bankura	16 0	15 4	...	...	13 12	10 8	17 8	17 7	...	...	...	...	...	...	...	...	16 0	16 0	...	...	15 8	15 8	320 0	320 0	10 0	10 0
Burdwan	14 14	14 14	...	...	12 0	13 8	15 0	15 0	...	...	...	...	...	...	...	...	21 0	20 0	...	...	20 0	19 0	91 8	90 0	10 8	10 8
Birbhum	10 8	10 8	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 8	13 8	200 0	160 0	11 0	11 0
Murshidabad	14 0	14 0	...	...	10 0	10 0	14 0	15 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Sonthal Parganas	12 8	12 0	...	...	11 8	11 8	16 0	17 0	...	...	...	...	...	...	...	...	16 0	15 0	21 0	21 0	23 8	22 8	120 0	120 0	10 0	10 0
Pabna	18 0	17 4	22 8	22 0	6 0	6 0	11 8	12 0	...	...	...	...	...	...	...	...	15 0	14 4	...	...	22 8	22 8	200 0	200 0	9 12	9 12
Bogra	12 0	12 0	...	...	7 8	7 8	13 8	13 8	...	...	...	...	...	...	...	...	14 4	15 0	...	...	...	...	90 0	90 0	8 10	8 10
Rajshahi	16 8	16 8	22 8	21 0	11 4	9 0	12 0	12 12	...	...	...	...	...	...	...	...	24 0	21 0	...	...	20 12	21 0	240 0	240 0	9 0	8 [illegible]
Malda	18 0	17 0	...	...	10 0	10 0	15 0	15 0	...	...	16 0	17 0	...	...	13 0	13 0	16 0	16 0	25 0	25 0	13 0	12 0	120 0	120 0	9 0	9 0
Northern—																										
Rangpur	12 14	14 8	...	...	8 9	10 3	12 0	11 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	10 0	11 0	60 0	60 0	9 0	9 0
Dinajpur	14 6	14 6	12 8	12 8	12 0	12 4	14 6	15 8	...	...	...	...	...	...	...	...	15 9	13 0	...	...	...	20 0	160 0	160 0	10 0	10 0
Jalpaiguri	13 4	13 0	13 0	13 0	9 0	8 8	13 8	13 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	13 0	...	...	...	...	15 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	11 8	...	...	7 14	8 0	17 2	16 0	...	...	...	...	...	...	...	...	18 6	18 6	...	...	18 6	18 6	80 0	80 0	10 8	10 8
Cuttack	13 2	13 2	...	...	10 8	10 8	16 7	15 12	...	...	...	...	...	...	...	...	16 7†	15 12†	...	...	21 0	21 0	80 0	80 0	9 4	9 4
Balasore	16 0	14 0	8 0	8 0	12 0	12 0	19 0	19 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	130 0	130 0	10 8	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	13 5	14 0	16 0	16 0	11 0 to 13 0	11 0 to 13 0	15 0 to 17 8	16 0 to 20 0	...	...	...	...	...	...	...	...	17 0	18 0	32 0	32 0	20 0	20 0	...	...	9 2	9 2
Lohardaga	8 0 to 12 0	7 8 to 11 0	15 0	16 0	13 0 to 14 0	10 0 to 14 0	16 0 to 17 0	16 0 to 18 0	...	...	...	...	27 0	32 0	...	...	14 0 to 15 0	13 0	18 0	9 0 to 20 0	18 0	18 0	160 0	200 0	9 8	8 12
Palámau	13 8	12 15	23 10	23 10	10 12	11 4	16 14	16 14	...	...	...	...	...	...	...	...	19 0	19 2	23 10	23 10	...	...	...	...	8 11½	9 11½
Hazáribágh	12 8	12 0 to 12 8	15 0	16 0	8 0	8 0	14 8 and 15 0	13 0 and 15 8	...	...	...	...	22 0	21 0	...	...	16 0	16 0	17 0	18 0	18 0	18 0	240 0	240 0	9 0	9 8

Figures verified. † Kalai. (*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1894—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR, OR THUR, CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	17 14	18 14	15 12	16 12	13 2	13 2	15 12	16 12	...	21 0	...	...	...	...	13 10	13 14	28 6	7 5	22 1	21 0	21 0	21 0	{126 0 to 168 0	{126 0 to 168 0	10 4	10 8.
Gaya	15 0	15 0	20 4	21 0	11 0	11 0	17 8	17 0	20 4	...	...	...	...	...	17 0	17 0	22 0	20 0	*25 0	21 0	21 0	21 0	120 0	120 0	9 12	10 0
Patna	17 0 and 18 0	18 0 and 19 0	28 0	26 0	11 0	11 0	18 0	20 0	...	...	...	...	...	...	20 0	20 0	28 0	28 0	25 0	25 0	27 0	27 0	130 0	130 0	11 0	11 0
Shahabad	14 0	14 0	20 0	20 0	8 0	9 0	16 0	17 0	...	...	...	...	...	...	...	...	22 0	23 0	19 0	20 0	20 0	22 0	130 0	160 0	10 4	10 0
Bihár, north—																										
Purnea	18 0	16 0	...	...	14 0	15 0	14 0	17 0	...	...	...	...	...	...	...	...	22 0	26 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
Bhágalpur	17 8	17 8	20 0	20 3	13 12	14 8	16 4	17 8	...	...	...	...	...	...	21 0	20 3	25 0	25 4	20 0	20 3	151 8	151 8	10 0	10 0	9 0	9 0
Darbhanga	16 8	14 14	18 11	17 11	13 0	12 0	16 8	17 7	...	...	...	...	24 3	27 10	8 12	13 3	24 3	24 4	20 14	24 5	23 1	23 2	176 0	176 0	11 0	11 0
Muzaffarpur	13 8	13 8	19 8	19 0	8 0	8 0	15 8	15 12	...	...	...	...	19 0	19 0	...	...	20 8	21 0	20 0	20 0	21 0	20 8	160 0	160 0	11 0	11 0
Saran	15 0	15 0	20 0	19 0	12 0	12 0	17 0	17 0	...	...	...	...	22 0	22 0	18 0	18 0	24 0	23 8	20 4	23 0	24 8	22 8	200 0	200 0	9 12	9 ●2
Champaran	11 8	13 8	...	...	8 8	8 4	18 0	18 0	...	...	...	...	24 0	25 0	...	...	22 12	22 8	20 4	21 4	22 12	23 8	180 0	180 0	10 4	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	19 0	19 0	8 0	8 0	12 0	12 0	20 0	20 0	21 0	21 0	18 0	18 0	11 0	11 0	20 0	20 0	20 0	20 0	22 0	22 0	80 0	80 0	10 0	10 0
Benares	15 7	15 7	20 5	20 5	9 14	10 4½	13 2¼	13 2¼	20 1	19 12½	20 3	20 5½	...	...	15 11½	15 11½	21 4	21 0	22 4	22 4	19 4	19 4	105 0	105 0	9 6	9 9
Ghazipur	14 0	14 0	20 0	20 0	7 12	11 12	11 12	11 12	21 4	21 4	20 0	20 8	...	...	18 8	18 8	20 0	20 0	20 0	20 8	20 0	20 0	160 0	160 0	9 14	9 14
Jaunpur	15 0	15 0	20 8	21 0	7 0	7 0	12 0	12 4	...	...	21 0	21 0	...	...	...	...	19 8	20 0	...	21 0	22 8	22 8	170 0	170 0	10 0	10 0
Allahabad	13 12	14 2	20 4	20 8	10 8	10 8	13 8	14 0	23 0	24 0	22 0	22 0	...	...	18 8	18 8	22 8	23 4	...	19 8	20 8	20 8	84 0	82 8	9 12	10 0
Central—																										
Bánda	14 0	13 12	18 0	19 0	7 8	7 8	14 0	14 0	30 0	32 0	25 0	24 0	...	...	...	...	26 0	26 0	...	...	25 0	25 0	160 0	160 0	9 8	9 8
Fatehpur	14 4	14 4	20 0	20 0	7 0	13 8	15 0	15 0	25 0	25 0	23 8	23 0	...	...	...	...	24 0	23 0	...	...	24 0	23 0	160 0	160 0	9 8	10 8
Hamírpur	16 4	15 0	18 0	19 8	7 8	7 8	12 0	12 6	29 0	29 12	25 0	25 0	...	...	...	...	29 0	27 8	...	...	27 0	...	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	21 0	21 0	9 0	9 0	10 0	10 0	24 0	26 0	21 0	22 0	...	...	16 0	16 0	25 0	25 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	18 0	17 8	26 0	25 8	7 0	7 0	13 0	13 0	25 0	26 0	24 8	25 0	...	...	19 8	20 0	26 0	25 0	27 0	26 0	24 0	24 0	120 0	120 0	11 8	11 8
Etáwah	15 13	16 4	23 8	22 8	5 0	5 0	14 0	14 0	24 12	24 8	24 4	23 8	24 0	24 0	10 0	16 0	24 8	25 0	24 4	24 4	20 0	20 0	140 0	140 0	10 12	10 8
Farukhabad	15 0	14 8	22 8	22 8	5 4	5 4	6 4	6 4	21 0	22 8	22 8	23 12	...	...	...	...	23 12	24 0	25 0	25 0	22 8	23 12	130 0	130 0	10 0	10 0
Mainpuri	17 4	17 4	23 8	22 8	4 8	4 8	11 0	10 0	24 0	23 8	22 12	22 8	...	...	...	...	27 0	25 8	26 0	25 8	25 8	25 8	100 0	100 0	10 0	10 4
Etah	18 8	18 8	25 8	25 8	6 0	6 0	10 8	11 8	24 8	24 8	21 8	21 8	20 8	21 8.	10 8	10 8	22 8	22 8	27 8	27 8	15 8	15 8	100 0	110 0	10 0	10 0
Western—																										
Jhánsi	17 4	17 0	22 0	20 0	7 4	6 4	12 12	12 0	23 0	23 4	22 0	19 8	...	...	...	...	23 0	20 8	23 0	23 12	25 0	25 0	160 0	160 0	10 8	10 4
Agra	16 0	16 0	27 0	27 0	5 0	5 0	8 0	8 0	27 0	26 8	23 0	23 0	...	...	10 0	10 0	28 8	28 0	27 0	26 0	16 0	16 0	95 0	95 0	11 0	11 0
Muttra	18 8	17 8	29 0	27 0	7 0	13 8	12 8	31 0	29 0	24 0	22 0	...	...	...	8 0	8 0	34 0	31 0	31 0	28 0	31 0	27 0	120 0	120 0	11 0	11 0
Aligarh	19 0	19 0	28 0	28 0	5 8	5 8	9 8	9 8	30 0	30 0	25 0	25 0	...	...	16 0	16 0	33 0	33 0	32 0	32 0	32 0	32 0	140 0	140 0	11 8	11 4
Bulandshahr	20 4	20 4	27 8	27 8	6 0	6 0	10 0	10 4	29 0	29 0	23 0	23 0	...	...	12 0	12 0	21 8	32 4	29 0	28 8	20 0	20 0	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	14 12	14 8	21 0	22 0	10 4	10 8	15 0	16 0	22 0	21 0	...	...	...	...	...	...	22 4	22 8	21 0	22 0	22 0	23 0	115 0	115 0	11 0	11 0
Azimgarh	14 0	15 8	20 0	20 0	7 6	7 8	14 12	14 12	...	...	...	...	...	...	...	...	20 12	20 8	...	...	16 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	12 8	13 8	19 12	19 12	9 0	9 0	14 13	16 3	...	...	...	...	25 3	25 3	21 8	21 8	22 6	19 12	19 12	22 6	22 6	22 6	140 0	140 0	9 2	8 12
Basti	17 0	17 0	19 0	19 0	8 12	8 12	32 0‡	32 0‡	13 0	14 0	...	...	15 0	16 0	9 0	10 0	21 0	21 0	23 0	24 0	25 0	25 0	160 0	160 0	10 0	10 0
Sháhjahánpur	16 0	17 0	27 0	28 0	8 0	7 8	8 8	8 0	24 0	23 0	21 8	23 0	...	...	24 0	24 0	24 0	25 4	25 0	26 0	22 8	22 8	120 0	120 0	10 0	9 4
Budaun	16 12	16 8	24 0	25 0	7 0	7 0	14 0	15 0	23 0	24 8	21 0	21 8	...	...	10 0	10 0	25 0	25 8	27 0	27 0	23 0	25 0	144 0	144 0	10 0	10 4
Pilibhit	15 6	15 4	25 0	23 12	12 8	12 8	16 4	16 4	21 0	21 0	20 0	20 4	...	...	...	...	24 0	24 0	27 8	27 8	...	...	135 0	135 0	10 0	10 0
Bareilly	15 0	14 1	22 12	21 4	5 9	5 5	11 12	11 5	22* 4	23 7	20 6	20 0	...	...	12 8	11 4	24 0	24 1	24 10	26 7	21 12	20 0	125 0	125 0	9 6	8 12
Moradabad	16 12	16 12	27 0	26 0	6 0	6 4	12 8	12 8	25 0	25 0	22 0	22 0	...	...	15 0	15 0	26 6	26 4	29 0	31 0	21 0	21 0	100 0	100 0	10 0	10 0
Naini Tal	12 0	12 0	20 0	27 8	4 0	4 0	9 0	8 0	31 4	30 0	22 8	20 0	...	...	22 0	25 0	17 8	17 8	30 0	28 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	12 0	11 0	15 4	15 0	7 0	9 8	10 8	10 0	...	...	...	...	19 0	20 0	25 0	22 0	14 12	14 12	...	...	10 0	10 0§	160 0	140 0	8 0	7 8
Bijnor	18 4	18 0	30 6	29 13	10 2	10 6	11 8	11 4	23 10	24 12	21 6	21 6	...	...	...	...	24 12	24 12	23 10	23 10	19 2	19 2	135 0	135 0	10 6	10 6
Muzaffarnagar	22 0	21 5½	31 14½	32 13	5 8	5 8	12 0	12 1½	26 6	26 6½	23 1	23 10	...	...	8 13	6 9½	29 1	28 9½	26 6	26 6½	13 2	13 3	132 0	132 0	11 0	11 0
Meerut	19 0	19 0	20 8	28 0	4 8	4 8	12 0	12 0	27 0	25 0	22 0	22 0	10 0	10 0	12 0	10 0	28 0	27 0	26 0	25 0	25 0	25 0	100 0	100 0	10 8	10 8
Saháranpur	20 0	20 0	30 0	30 0	7 0	5 4	10 8	10 8	30 0	28 0	27 0	23 0	30 0	30 0	20 0	24 0	30 0	23 0	31 0	26 0	16 0	16 0	100 0	120 0	10 0	10 0
Dehra Dún	18 0	18 0	28 0	25 0	10 0	10 4	10 8	10 8	22 0	21 0	24 0	24 0	23 0	22 0	...	...	25 0	25 0	26 0	25 0	23 0	...	160 0	160 0	10 0	10 0
Garhwál	14 0	14 0	15 0	15 0	7 0	7 0	10 12	13 0	...	...	...	...	22 0	16 0	27 0	27 0	9 0	10 0	...	...	7 0	8 0	160 0	160 0	5 10	5 14
Oudh—																										
Southern—																										
Partabgarh	15 0	15 0	19 8	20 0	9 0	9 0	14 4	15 0	21 0	20 0	20 0	19 0	...	...	...	...	21 8	19 8	...	...	14 0	14 0	140 0	140 0	10 0	10 0
Sultanpur	16 0	16 8	20 0	20 0	8 0	8 0	14 0	14 0	20 0	19 0	16 0	16 0	32 0	32 0	18 0	18 0	21 0	21 8	21 0	21 0	21 8	21 8	160 0	160 0	10 0	10 8
Rae-Bareli	17 0	16 0	21 0	21 0	8 0	7 8	14 0	14 8	21 8	21 4	22 0	21 12	26 0	25 0	20 0	20 0	23 0	23 0	20 0	20 0	22 0	22 0	240 0	180 0	10 8	10 8
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	14 0	22 0	24 0	22 0	24 0	16 0	16 0	9 0	9 0	24 0	25 0	24 0	28 0	16 0	16 0	160 0	160 0	10 0	10 0
Lucknow	16 12	17 0	24 0	26 0	6 0	6 0	15 0	16 0	22 8	23 8	22 0	23 0	...	...	22 0	22 8	25 0	27 0	21 8	23 0	22 8	22 0	110 0	120 0	10 8	10 8
Hardoi	18 0	19 0	26 0	26 0	7 0	7 0	20 0	20 0	...	30 0	28 0	28 0	...	...	30 0	...	29 0	30 0	32 0	32 0	16 0	16 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 7	16 14	24 1	24 2	11 5	11 7	16 7	16 5½	23 5	23 5	23 8	23 8	...	...	...	...	14 0	25 0	24 12	23 0	23 0	23 2	23 2½	150 0	140 0	10 8	10 8
Barabanki	15 8	16 0	21 0	21 0	8 0	8 0	13 0	13 0	20 0	21 0	19 0	18 0	24 0	24 0	16 0	16 0	25 0	25 0	21 0	23 0	22 0	22 0	120 0	120 0	11 0	10 8
Gonda	16 2	15 8	19 12	18 12	12 0	12 0	15 1	14 0	20 0	20 0	18 12	20 0	...	...	10 0	12 0	24 10	21 12	25 4	25 8	24 8	23 8	200 0	200 0	10 4	10 8
Bahraich	16 0	16 0	24 0	24 0	10 8	10 8	14 0	14 0	26 0	28 0	22 0	22 0	41 0	44 0	11 0	11 0	25 0	25 0	24 0	27 0	26 0	26 0	160 0	160 0	10 8	10 8
Sítapur	16 0	16 0	28 0	28 0	10 0	10 0	15 0	15 0	24 0	25 0	25 0	26 0	...	...	25 0	25 0	27 0	28 0	28 0	28 0	23 0	24 0	150 0	150 0	10 0	10 0
Kheri	16 0	16 0	26 0	...	8 0	8 0	16 0	14 0	29 0	28 0	...	...	...	...	...	...	27 0	28 8	...	...	25 0	26 0	160 0	160 0	10 0	9 4
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	23 12	23 12	7 8	7 8	11 4	11 4	20 0	20 0	13 12	13 12	...	...	...	...	25 0	25 0	21 4	21 4	25 0	25 0	...	...	14 12	14 12
Bánswara	20 0	21 4	22 8	25 0	10 0	10 0	16 4	15 0	...	...	...	...	...	...	...	...	30 0	33 12	20 0	20 0	15 0	17 8	...	...	10 10	10 ●0
Meywar (Oodeypore)	12 8	13 4½	32 13	34 6	10 15	10 8½	11 11½	11 5½	31 4	25 0	20 5	17 3	*Nil*	*Nil*	15 10	16 6½	21 1½	20 5	29 11	29 11	10 8¾	9 12¼	160 0	160 0	9 9	9 12¼
Sirohee	13 8	14 0	28 0	26 0	5 0	5 0	6 0	6 0	...	16 0	16 0	16 0	...	...	...	...	21 0	21 0	21 0	20 0	...	...	160 0	160 0	12 0	11 8
Erinpura	15 14	15 14	26 9	26 9	...	...	7 4	7 4	22 0	22 0	18 4	18 4	...	...	...	...	27 9	26 9	...	...	...	...	160 0	160 0	12 0	11 12
Ajmere	15 13	15 13	30 0	31 11	5 0	5 0	8 5	7 8	32 0	32 0	22 5	22 5	...	...	15 0	15 0	29 5	31 0	31 0	31 0	...	...	90 0	90 0	12 0	12 0
Abu	13 12	13 8	22 0	22 0	5 8	5 8	7 0	7 0	17 12	17 8	15 0	14 8	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	11 0	11- 0
Kishengarh	15 8	15 4	32 8	32 8	8 0	8 8	9 0	9 0	33 0	33 8	24 8	24 8	†	†	†	†	33 0	33 0	34 4	34 0	†	†	*	*	12 4	12 4
Boondee	18 0	21 0	43 12	37 8	8 8	8 8	9 0	9 0	38 12	36 4	...	20 0	...	...	...	...	38 12	46 4	47 8	45 0	...	...	160 0	160 0	8 4	9 10
Kotah	13 0	13 0	27 0	27 0	5 0	5 0	6 0	6 0	26 0	26 0	14 0	14 0	...	...	...	...	32 0	32 0	30 0	30 0	27 0	27 0	240 0	240 0	9 0	9 0
Jhallawar	15 1½	14 5½	21 6	19 14	7 5½	7 3	10 14	10 5	23 2½	22 9	14 4½	14 6½	...	...	14 6	14 6½	29 8	28 14	26 0	25 7	8 14	9 2½	175 0	175 0	9 2½	9 6
Tonk	12 4	15 0	31 0	30 0	5 0	6 0	8 0	8 0	32 8	33 0	23 0	23 0	...	...	...	...	30 0	29 0	30 8	31 0	...	...	120 0	120 0	9 4	9 10
Jeypore	15 8	16 8	32 0	31 12	5 0	5 0	7 4	7 4	29 0	28 0	24 8	23 0	†	†	17 0	13 0	29-0 & 31 0	28-12 & 29 8	33 0	31 8	28 0	26 0	90 0	90 0	11 0	11 0
Kerowlee	18 12	18 12	31 4	31 4	10 0	10 0	11 4	10 10	31 4	32 8	25 10	24 11	...	...	18 12	15 10	32 8	32 8	...	...	37 8	37 8	200 0	200 0	10 0	10 0
Dholpur	17 3½	17 6½	30 6	30 6	8 3½	8 2½	10 1	9 4½	30 6	30 0½	26 7¾	26 7	...	...	16 14	16 14	29 13	29 7¾	...	...	31 8	31 8	90 0	90 0	10 15½	10 15½
Bhurtpore	19 2½	18 ●	31 2½	29 4	5 2½	5 2½	5 5½	5 5½	33 13	32 9½	33 8	23 0	...	...	11 12	11 12	34 11	31 12	31 10½	34 0	25 0	25 0	120 0	120 0	11 0	11 0
Ulwur	19 3	18 9	33 8	32 12	6 10	6 10	8 14	8 14	36 6	35 5	25 6	25 8	...	...	16 0	16 0	36 1	34 14	34 5	32 4	30 10	30 10	120 0	120 0	11 1	11 6
Deoli Cantonment	14 13	14 8	35 3	35 6	4 0	4 0	7 0	7 0	34 9	33 0	29 1	27 8	...	...	...	...	31 4	31 13	...	...	...	...	190 0	200 0	11 8	11 8
Nusseerabad Cantonment	16 0	16 0	...	...	6 4	6 4	7 0	7 0	30 0	30 0	21 0	21 0	†	†	...	...	32 0	32 0	...	...	24 0	24 0	90 0	90 0	11 8	11 8
Hilly Tracts of Meywar	15 8	15 0	21 0	32 0	...	...	17 0	16 0	...	...	...	...	...	...	...	...	28 0	28 0	22 0	22 0	...	...	‖	‖	11 8	11 ●0
Bálmer	15 7	15 7	...	...	5 3	5 3	7 8	7 8	...	...	26 0	26 0	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	14 10	14 5¾	23 0	23 0	6 0	6 0	8 0	7 6	17 0	...	18 8	15 0	...	...	...	...	19 0	19 0	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	12 0	15 0	39 0	38 0	9 0	6 0	13 0	6 10	30 0	40 0	22 8	20 0	...	...	...	...	29 6	37 0	38 4	...	...	...	160 0	160 0	10 9	10 12
Western—																										
Jodhpore	14 11 and 16 14	14 6 and 16 4	26 4	26 4	6 4	6 4.	7 8	7 8	25 0	25 0	17 8 and 21 4	17 8 and 18 12	...	...	...	...	26 9 and 26 14	25 0 and 20 14	18 12	18 12	11 4	11 4	...	...	12 8	12 8
Jeysulmere	14 6	14 0	...	...	7 0	6 6	10 0	9 6	25 0	24 0	22 12	22 6	...	...	...	...	15 4	14 10	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	12 8	...	...	3 0	3 0	6 8	6 8	...	...	20 2	20 0	...	...	...	...	24 12	25 0	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	16 8	15 0	20 0	20 0	8 8	8 8	9 8	9 8	26 0	24 0	19 0	18 0	...	...	...	...	25 0	24 0	30 0	30 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	16 0	...	...	8 0	8 0	12 0	12 0	28 0	28 0	20 0	20 0	†	†	...	...	28 0	26 0	...	...	22 0	22 0	140 0	120 0	11 0	11 0
Goona	18 0	18 0	20 0	22 0	7 0	7 0	8 0	8 0	30 0	30 0	...	15 0	...	...	...	...	32 0	31 0	32 0	35 0	...	...	200 0	240 0	10 0	10 0
Gwalior	17 6½	17 8½	23 6	22 5	5 5	5 5	8 8	8 8	24 7	25 8	22 13½	22 5	...	...	10 11	12 12	19 6½	19 6½	22 5	23 6	17 10½	17 12¾	191 4	170 0	10 14½	10 14½

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Seven and half pies per bundle. ¶ Nine pies per bundle.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat		Barley		Rice, brsi sort.		Rice, common.		Jawar 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.
Panjab—																										
Southern—																										
Hissar	22 0	21 0	50 0	45 0	...	...	12 0	12 0	40 0	41 0	31 0	31 0	†	†	†	†	45 0	43 0	†	†	†	†	80 0	80 0	10 12	11 0
Ferozepore	24 0	23 0	50 0	40 0	...	...	11 0	10 0	40 0	39 0	32 0	26 0	‡	‡	20 0	20 0	40 0	39 0	36 0	35 0	11 0	11 0	100 0	90 0	12 4	12 4
Montgomery	23 0	22 0	40 0	32 0	...	...	10 0	12 0	27 0	25 0	23 0	22 0	‡	‡	32 0	30 0	39 0	39 0	32 0	32 0	10 0	10 0	220 0	220 0	13 0	12 8
Central—																										
Gurgáon	22 0	20 0	38 0	36 0	...	...	10 0	8 0	35 0	37 0	27 0	28 0	‡	‡	†	†	32 0	32 0	23 0	22 0	25 0	27 0	120 0	100 0	10 0	10 8
Delhi	20 0	21 0	32 0	32 0	...	...	12 0	11 0	32 0	30 0	24 0	25 0	‡	‡	12 0	12 0	31 0	31 0	27 0	27 0	24 0	24 0	70 0	80 0	10 0	10 0
Rohtak	21 0	20 0	35 0	35 0	...	...	11 0	11 0	31 0	32 0	24 0	22 0	†	†	12 0	12 0	33 0	33 0	24 0	25 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	21 0	21 0	30 0	30 0	...	...	11 0	11 0	22 0	30 0	23 0	22 0	30 0	30 0	16 0	16 0	33 0	34 0	30 0	30 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	22 0	21 0	36 0	34 0	...	...	11 0	11 0	32 0	36 0	19 0	19 0	‡	‡	24 0	24 0	34 0	35 0	33 0	31 0	11 0	12 0	80 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	24 0	25 0	38 0	38 0	...	...	11 0	11 0	35 0	37 0	22 0	22 0	‡	‡	8 0	8 0	34 0	34 0	37 0	37 0	‡	‡	130 0	130 0	12 12	12 4
Ludhiána	26 0	25 0	45 0	45 0	...	...	13 0	13 0	36 0	36 0	28 0	28 0	‡	‡	20 0	20 0	38 0	38 0	40 0	39 0	15 0	15 0	100 0	100 0	13 0	13 0
Jullundur	26 0	27 0	44 0	45 0	...	...	10 0	8 0	38 0	40 0	24 0	28 0	‡	‡	20 0	20 0	36 0	36 0	36 0	37 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	26 0	25 0	38 0	37 0	...	...	10 0	10 0	37 0	37 0	22 0	24 0	16 0	16 0	20 0	20 0	35 0	36 0	34 0	34 0	10 0	‡	110 0	110 0	12 0	12 0
Gurdáspur	26 0	26 0	32 0	32 0	...	...	14 0	14 0	40 0	40 0	26 0	26 0	26 0	26 0	12 0	12 0	34 0	32 0	33 0	32 0	‡	‡	100 0	120 0	11 8	11 8
Amritsar	25 0	25 0	44 0	44 0	...	...	11 0	11 0	34 0	34 0	21 0	21 0	*	†	21 0	23 0	33 0	34 0	32 0	33 0	‡	†	90 0	90 0	12 0	12 0
Hills—																										
Simla	18 0	16 0	21 0	21 0	...	...	9 0	9 0	21 0	18 0	16 0	15 0	20 0	20 0	10 0	13 0	21 0	23 0	22 0	22 0	11 0	10 0	90 0	90 0	9 0	9 0
Kángra	15 0	15 0	18 0	18 0	...	...	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	6 0	6 0	20 0	20 0	20 0	20 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	21 0	21 0	38 0	40 0	...	...	13 0	13 0	32 0	32 0	‡	‡	‡	‡	‡	‡	31 0	32 0	30 0	26 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	20 0	20 0	34 0	34 0	...	...	12 0	12 0	31 0	31 0	24 0	24 0	‡	‡	16 0	16 0	34 0	32 0	32 0	26 0	‡	‡	90 0	90 0	12 12	12 8
Gujrát	24 0	22 0	33 0	32 0	...	...	12 0	12 0	28 0	26 0	25 0	24 0	‡	‡	10 0	10 0	32 0	28 0	28 0	26 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	25 0	22 0	45 0	40 0	...	...	13 0	12 0	32 0	36 0	29 0	25 0	‡	‡	*	*	32 0	31 0	32 0	28 0	*	*	70 0	64 0	13 8	13 8
Rawalpindi	23 0	20 0	33 0	30 0	...	...	7 0	7 0	32 0	30 0	27 0	22 0	‡	‡	20 0	16 0	36 0	30 0	28 0	25 0	*	†	110 0	140 0	10 8	10 8
Hazára	18 0	17 0	26 0	26 0	...	...	12 0	12 0	‡	‡	20 0	16 0	‡	‡	18 0	17 0	24 0	24 0	23 0	21 0	†	†	93 0	98 0	44 0	44 0
Peshawar	19 0	17 0	29 0	27 0	...	...	9 0	9 0	26 0	24 0	21 0	18 0	‡	‡	25 0	25 0	25 0	24 0	27 0	24 0	‡	‡	175 0	175 0	50 0	50 0
Kohát	18 0	18 0	33 0	31 0	...	...	12 0	12 0	23 0	23 0	24 0	24 0	‡	‡	20 0	20 0	33 0	32 0	25 0	25 0	‡	‡	175 0	175 0	50 0	50 0
Western—																										
Sháhpur	26 0	26 0	36 0	36 0	...	...	9 0	9 0	34 0	34 0	32 0	32 0	24 0	24 0	24 0	24 0	40 0	40 0	22 0	24 0	†	†	160 0	200 0	13 0	13 0
Jhang	22 0	25 0	34 0	35 0	...	...	8 0	10 0	35 0	35 0	30 0	30 0	38 0	38 0	28 0	28 0	32 0	35 0	30 0	30 0	10 0	10 0	200 0	200 0	11 12	12 0
Mooltan	18 0	19 0	30 0	29 0	...	...	12 0	12 0	24 0	24 0	26 0	25 0	†	†	6 0	13 0	28 0	27 0	28 0	24 0	†	†	80 0	80 0	12 4	12 4
Bannu	26 0	23 0	46 0	45 0	...	...	11 0	11 0	35 0	35 0	29 0	28 0	7 0	7 0	6 0	6 0	49 0	44 0	38 0	33 0	14 0	14 0	90 0	90 0	50 0	50 0
D. I. Khan	25 0	24 0	44 0	45 0	...	...	8 0	9 0	30 0	30 0	30 0	31 0	‡	‡	4 0	4 0	39 0	37 0	16 0	16 0	13 0	14 0	120 0	101 0	42 0	43 0
Muzaffargarh	23 0	23 0	30 0	30 0	...	...	14 0	14 0	20 0	20 0	25 0	25 0	‡	‡	‡	‡	27 0	27 0	‡	‡	8 0	8 0	110 0	110 0	12 0	12 0
D. G. Khan	18 0	15 0	30 0	30 0	...	...	6 0	6 0	33 0	30 0	26 0	25 0	20 0	20 0	18 0	18 0	27 0	27 0	15 0	15 0	†	†	100 0	100 0	31 4	25 0
Sind and Baluchistan—																					9 0 and 10 0	9 0 and 10 0				
Karáchi	14 8	14 8	...	...	8 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	‡	‡	...	...	19 0	20 0	...	...			91 7	91 7	14 8	14 8
Hyderabad	15 0	14 0	...	...	7 8	7 0	9 8	9 0	19 8	20 0	18 8	20 0	‡	‡	...	...	20 0	22 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	12 14	13 0	...	...	13 0	12 0	16 4	16 4	...	...	22 8	26 12	‡	‡	...	...	7 13	7 12	...	...	...	...	112 0	112 0	12 0	12 0
Sukkur (Shikárpur)	18 0	17 8	...	...	8 0	7 8	10 0	9 8	27 0	27 0	23 0	23 0	‡	‡	...	...	24 8	24 0	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	16 0	16 0	...	...	8 0	8 0	10 0	9 0	28 0	26 0	24 0	24 0	‡	‡	...	...	24 0	24 0	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	14 0	13 8	20 12	21 8	5 0	5 [illegible]	7 0	7 0	31 0	30 0	16 0	16 0	‡	...	‡	...	19 0 and 20 0	19 0	20 0	19 0	9 0	8	64 0	64 0	11 0	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	8 5	8 5	...	...	9 2	9 2	10 13	10 13	15 3	15 3	13 2	13 2	18 0	18 0	...	...	11 9	11 9	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	9 7	9 7	...	...	10 14	9 14	11 6	11 6	15 12	15 12	15 14	15 14	14 2	14 2	...	...	12 8	12 8	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	7 3	7 3	10 13	10 13	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	89 10	12 12	12 12
Bombay	10 6	10 6	...	...	5 12	5 12	7 13	7 13	13 8	13 8	13 15	13 15	14 10	14 10	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	9 7	9 7
Tanna	12 12	12 12	...	...	7 6	7 6	10 3	10 3	*	*	15 5	15 5	*	*	...	...	14 3	14 3	...	...	*	*	99 9	99 9	12 4	12 4
Deccan—																										
Dharwar	11 0	11 0	...	...	10 6	9 14	10 13	10 6	21 2	20 4	21 10	20 11	*	*	...	...	13 15	12 3	...	...	17 11	16 13	80 0	88 14	10 8	10 8
Belgaum	12 2	11 10	...	...	11 5	11 13	11 9	12 1	21 13	21 12	22 7	21 7	23 0	24 0	...	...	15 8	16 0	...	...	17 10	17 10	89 2	92 7	10 3	11 1
Satara	11 9	12 5	...	...	9 10	9 10	11 9	10 14	15 14	15 14	16 0	16 0	*	*	...	...	14 7	14 7	...	...	*	*	114 0	114 0	11 15	11 15
Sholapur	13 1	13 1	...	...	7 11	7 11	10 5	11 5	16 2	17 0	18 12	18 12	*	*	...	...	19 13	18 0	...	...	20 1	*	80 0	80 0	11 10	11 10
Bijápur	13 5	12 7	...	...	6 15	6 15	11 6	11 6	19 11	19 11	20 4	21 2	*	*	...	...	16 4	14 9	...	...	*	*	80 0	80 0	12 8	12 5
Poona	12 13	11 10	...	...	9 11	9 11	10 13	10 13	17 10	16 7	16 2	16 2	15 13	15 13	...	...	17 13	17 4	...	...	23 4	22 1	86 14	86 14	11 13	11 5
Khandesh—																										
Ahmadnagar	15 15	15 15	...	...	8 13	9 9	10 9	10 9	20 10	19 4	17 9	19 0	*	*	...	...	20 13	22 3	...	...	22 2	26 9	106 0	106 0	12 6	12 6
Násik	15 12	15 12	...	...	10 5	8 14	11 10	11 10	...	...	15 9	15 9	18 6	19 9	...	...	18 7	17 12	...	...	...	...	128 0	128 0	12 0	12 1
Dhulia (Khandesh)	17 8	17 8	...	...	6 8	6 8	10 6	10 6	22 7	22 7	20 3	20 3	*	*	...	...	16 8	14 14	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	12 0	12 0	...	...	7 6	7 6	8 5	8 5	14 13	14 13	13 14	13 14	*	*	...	...	14 13	14 13	...	...	17 9	17 9	91 6	91 6	12 0	12 0
Broach	14 8	14 0	...	...	7 0	7 0	10 0	10 0	18 0	16 0	16 0	16 0	*	*	...	...	21 0	21 0	...	...	19 0	19 0	100 0	100 0	13 4	13 4
Kaira	13 0	13 0	...	...	8 0	8 0	13 0	13 0	21 0	19 0	16 0	16 0	20 0	20 0	...	...	18 0	19 0	...	...	*	*	106 11	106 11	12 0	12 0
Baroda (Camp)	10 0	10 0	...	...	6 8	6 8	9 0	9 0	16 0	16 0	14 8	14 8	*	*	...	...	15 0	15 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	14 0	14 0	...	...	10 0	10 0	11 0	11 0	25 0	22 8	18 8	17 8	27 8	26 0	...	...	22 0	20 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	12 0	12 0	...	...	10 0	10 0	11 8	11 8	...	...	15 0	15 0	20 0	20 0	...	...	22 8	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	14 8	15 8	...	...	7 0	7 0	9 0	9 0	20 0	18 0	17 0	16 0	...	*	...	...	21 0	19 0	...	...	...	*	140 0	140 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	14 15	...	...	6 0	6 0	7 0	7 0	18 8	18 8	15 6	15 6	*	*	...	...	21 4	20 0	...	...	*	*	80 0	80 0	70 2	70 2
Central Provinces—																										
Western—																										
Nimar	17 1	17 14	...	...	6 15	6 12	12 7	12 7	24 13	24 13	...	...	...	...	...	...	19 1	19 1	...	...	12 13	11 10	100 0	100 0	11 7	11 5
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	20 0	20 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	...	...	160 0	160 0	9 0	9 0
Hoshangabad	19 3	19 3	...	...	8 1	7 8	11 14	10 4	31 2	31 2	...	...	...	...	...	...	33 3	33 3	...	...	18 0	18 0	180 0	140 0	9 8	9 0
Betúl	20 9	20 9	...	...	...	...	10 13	10 13	27 7	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	16 14	16 14	...	...	8 14	8 14	11 7	11 7	28 14	28 14	...	...	...	...	...	...	19 0	20 12	...	...	10 4	10 5	160 0	120 0	9 2	8 0
Nágpur	18 12	18 12	...	...	10 0	10 0	12 8	11 14	21 9	20 0	...	...	...	...	...	...	20 0	18 12	...	...	12 8	12 8	125 0	125 0	10 4	10 4
Wardha	16 0	16 0	...	...	7 4	7 4	10 0	10 0	20 0	20 6	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	19 3	18 0	...	...	9 2	8 0	11 4	9 2	...	...	...	...	...	...	...	...	32 0	21 0	...	...	19 3	19 0	160 0	120 0	8 0	9 2
Saugor	19 0	15 7	...	...	9 13	9 6	11 1	9 13	29 1	30 0	...	...	...	...	...	...	26 12	24 12	...	...	19 6	16 13	160 0	130 0	9 2	9 4
Damoh	20 0	20 0	...	...	12 15	12 15	14 3	14 3	28 0	28 0	...	...	...	...	...	...	26 3	26 3	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	18 0	19 0	...	...	10 8	10 8	15 0	15 0	25 8	25 0	...	...	...	...	...	...	24 0	23 8	...	...	13 8	13 0	120 0	125 0	9 4	9 4
Baghalkhand (Sutna)	15 0	14 13	20 0	20 0	8 0	8 14	14 0	15 0	25 0	25 0	20 0	20 0	*	*	10 0	10 0	21 0	20 0	26 0	25 0	24 0	24 0	160 0	140 0	10 0	10 8
Mandla	20 0	21 0	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	25 0	25 0	...	...	...	13 0	200 0	200 0	8 0	8 12
Seoni	25 0	25 0	...	...	9 12	8 10	13 9	11 8	...	...	...	...	...	...	...	...	25 0	19 7	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	16 0	16 0	...	...	11 0	11 0	16 0	20 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	11 0	11 0	125 0	125 0	8 0	8 0
Bhandára	17 8	18 12	...	...	...	...	13 4	13 4	...	...	...	...	...	...	...	...	17 8	16 0	...	...	12 8	11 12	200 0	200 0	9 0	9 0
Chánda	16 8	16 8	...	...	...	...	14 10	12 0	16 5	16 4	...	...	...	...	...	...	13 14	13 14	...	...	14 0	14 0	320 0	320 0	10 0	10 0
Eastern—																										
Biláspur	28 6	25 13	...	...	14 10	12 5	20 14	19 3	...	...	...	...	...	...	...	...	18 11	16 12	...	...	12 0	12 0	120 0	100 0	8 0	8 0
Raipur	26 9	26 9	...	...	13 11	12 8	18 4	25 0	...	...	...	...	...	...	...	...	18 10	18 1	...	...	10 13	10 15	90 0	100 0	9 0	9 0
Sambalpur	21 0	19 4	...	...	12 4	12 4	16 11	16 10	...	...	...	...	...	...	...	...	17 8	17 8	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	14 0	14 0	...	...	7 0	7 0	10 0	10 0	21 0	21 0	16 0	16 0	...	...	...	...	16 0	16 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Básim	12 5	12 5	...	...	6 10	6 10	9 10	9 5	19 5	21 0	15 0	15 0	...	...	...	...	13 5	13 0	...	...	12 5	13 0	76 0	76 0	8 10	9 8
Akola	13 0	13 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	17 0	17 0	...	...	...	...	16 0	17 0	...	...	11 0	11 0	87 0	87 0	11 0	11 0
Ellichpur	15 0	16 0	...	...	6 0	8 0	8 0	8 0	20 0	17 0	16 0	15 0	...	...	...	...	17 0	17 0	...	...	16 0	17 0	120 0	120 0	10 0	10 0
Amraoti	13 8	12 14	...	...	8 0	9 4	9 13	9 13	18 8	17 3	16 2	15 9	...	...	...	...	16 8	16 0	...	...	13 0	12 13	200 0	96 0	10 0	10 0
Wún	11 0	11 0	...	...	6 0	7 0	7 0	7 0	18 0	20 0	10 0	10 0	...	...	...	...	11 0	11 0	...	...	16 0	16 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	10 8	10 14	*	*	6 13	6 13	10 14	9 9	12 3	13 3	17 12	17 12	24 4	24 14	*	*	13 3	12 3	*	*	17 12	14 7	80 0	80 0	8 12	9 0
Bolárum	11 11	10 8	*	*	8 2	8 2	11 11	11 11	14 0	*	12 13	*	*	*	*	*	13 14	12 2	*	*	*	*	116 14	116 14	9 0	9 0
Chadarghat	8 8	8 8	*	*	8 8	8 8	12 8	12 8	14 4	14 4	20 0	20 8	*	*	*	*	13 8	13 8	*	*	*	*	120 0	120 0	9 0	9 0

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1894—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Baira or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or karun Italian millet (*Setaria italica*).		Gram Chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, Cadian pea (*Cajanus indicus*).		Fuelwood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 8	10 8	10 14	10 14	* *	* *	* *	* *	19 11	19 11	20 0	19 0	9 8	9 8	...	...	...	...	136 2	136 2	12 10	12 10
S. Canara	8 2	8 2	...	...	10 10	10 10	12 0	12 0	* *	* *	* *	* *	19 5	19 5	20 8	...	12 0	12 0	...	...	...	...	121 8	121 8	14 3	14 3
South, central—																										
Coimbatore	9 13	11 8	...	...	10 6	9 14	10 14	10 6	18 3	17 0	19 2	19 2	23 13	19 3	23 5	19 0	9 8	9 8	...	...	...	...	131 3	131 3	12 11	12 11
Nilgiris	7 13	7 13	...	...	7 10	7 10	8 0	8 0	16 14	16 14	16 13	16 13	16 10	16 10	18 5	16 0	10 0	10 0	...	...	...	...	274 3	274 3	11 0	11 0
Salem	7 11	7 11	...	...	9 13	9 13	11 13	11 13	19 10	19 10	18 14	18 14	20 8	20 8	24 3	21 0	12 0	12 0	...	...	...	...	145 13	145 13	13 8	13 8
Central—																										
Bellary	9 10	*	...	...	10 3	9 10	10 13	10 5	23 3	22 6	21 10	21 10	24 5	21 10	25 0	22 0	9 8	9 8	...	...	12 0	14 0	86 8	86 8	11 14	11 14
Anantapur	8 10	9 10	...	...	11 13	13 0	11 10	12 6	22 11	22 11	23 8	23 8	24 3	24 3	25 0	23 0	12 0	12 8	...	...	13 0	13 12	97 3	97 3	12 3	12 3
Cuddapah	9 10	9 10	...	...	9 8	9 8	11 10	11 10	16 10	16 10	20 5	20 5	19 8	...	27 5	25 0	12 0	12 8	...	...	13 0	12 8	133 11	133 11	11 11	11 11
Kurnool	9 8	8 5	...	...	10 11	10 11	11 6	11 6	24 11	24 0	20 10	20 10	...	...	...	...	12 0	12 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
East Coast, north—																										
Ganjam	*	*	...	...	10 11	10 11	11 10	11 10	* *	* *	* *	* *	21 10	21 10	23 3	21 10	9 8	9 8	...	...	8 0	10 8	93 5	93 5	12 13	13 3
Vizagapatam	12 0	11 0	...	...	8 14	8 14	11 5	11 5	21 10	20 0	23 13	23 13	25 5	23 10	27 5	25 0	12 0	12 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Godavari	7 3	8 2	...	...	9 3	9 3	12 2	11 10	17 5	17 5	24 10	24 10	...	...	...	...	12 0	12 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
East Coast, central—																										
Kistna	7 14	7 8	...	...	11 8	10 14	12 2	11 10	11 10	12 10	15 0	*	25 5	23 5	27 5	25 0	12 0	12 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Nellore	7 11	7 11	...	...	11 2	11 2	13 13	13 13	17 8	17 8	17 11	17 13	23 2	23 2	25 0	23 0	11 0	11 0	...	...	13 0	13 0	140 14	140 14	13 3	13 3
East Coast, south—																										
Madras	9 5	9 5	...	...	9 13	9 13	10 10	10 13	14 6	14 6	13 3	13 3	19 13	19 3	23 13	19 13	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Chingleput	*	*	...	...	8 10	8 10	9 13	9 13	*	14 5	12 8	12 8	17 13	17 13	20 8	17 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
N. Arcot	6 13	8 0	...	...	10 5	10 5	11 5	12 3	17 5	14 10	15 11	15 11	20 8	17 8	20 8	17 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
S. Arcot	6 3	6 3	...	...	9 10	9 10	11 6	10 8	13 0	12 10	17 11	17 11	18 5	17 0	20 0	18 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Tanjore	7 6	7 6	...	...	10 13	10 13	13 6	12 11	12 11	12 11	16 0	15 3	24 3	21 0	25 0	23 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Trichinopoly	6 10	6 10	...	...	9 0	9 0	9 6	9 6	10 8	14 11	17 13	19 2	21 0	19 0	23 0	21 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Southern—																										
Tinnevelly	7 13	7 13	...	...	9 8	9 2	10 6	10 6	15 6	14 10	14 11	13 3	23 3	21 11	25 0	23 0	10 8	10 0	...	...	13 0	12 8	140 14	140 14	13 3	13 3
Madura	7 13	7 13	...	...	10 2	9 11	11 6	11 0	*	*	*	*	*	*	*	*	8 0	8 0	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Mysore—																										
Mysore	7 12	7 12	7 12	7 8	8 0	7 8	10 8	10 0	25 0	23 0	15 0	15 0	24 0	22 0	25 0	23 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Bangalore	9 8	9 8	8 11	9 0	7 0	7 0	8 0	8 0	22 11	22 11	23 13	23 13	27 5	25 0	28 0	25 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Kolar	9 8	9 8	7 4	7 8	10 12	10 12	12 0	10 12	18 0	18 0	18 0	18 0	22 0	20 0	23 0	20 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Tumkur	9 0	9 0	8 0	8 8	9 0	9 0	10 0	9 8	24 0	24 0	25 0	25 0	28 0	24 0	28 0	24 0	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Hassan	...	...	8 0	8 0	9 0	8 8	10 0	9 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Kadur	8 0	8 0	...	...	9 0	9 0	9 0	9 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Shimoga	9 7	9 7	...	...	10 0	9 8	12 0	12 1	25 3	25 3	26 0	26 0	31 8	30 0	34 0	32 0	12 0	12 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Chitaldrug	11 0	11 0	12 0	12 0	10 0	9 8	12 8	12 0	32 0	32 0	36 0	36 0	36 0	36 0	*	*	12 0	12 8	...	...	13 0	13 0	140 14	140 14	13 3	13 3
Coorg—																										
Coorg	8 0	8 0	7 0	7 0	9 8	9 8	13 0	12 0	...	...	...	...	30 8	29 0	*	*	15 8	15 8	...	...	13 0	13 0	110 0	110 0	9 8	9 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	*	*	*	*	9 4	9 4	...	...	13 0	13 0	65 5	65 5	32 0	32 0

* Not sold.

J. F. FINLAY,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Extract from the Proceedings of the Government of India, in the Department of Revenue and Agriculture (Museums and Exhibitions),—No. 7—3, dated Calcutta, the 19th February 1894.

MUSEUMS and EXHIBITIONS.

READ—

Resolution of the Government of India, in the Department of Revenue and Agriculture, No. 2634—51, dated 4th August 1893, intimating the extent to which the Government will take part in the Antwerp Exhibition of 1894.

RESOLUTION.

IN the Resolution read in the preamble the public were informed that persons intending to exhibit articles at the Antwerp Exhibition should apply to the Belgian Consular authorities in India. It is understood that the number of applications received from private exhibitors has been very small. Arrangements have meantime been made by the Government of India for the exhibition of Indian coffee and Indian cigars in conjunction with the collection of Indian artware supplied by a private firm and of a few selected timbers contributed by the Forest Department, regarding which information was given in the Resolution above referred to.

The Consul-General for Belgium has been asked to provide a limited amount of space for the above objects; and if this is obtained, the Government of India will be prepared to accord free space for the exhibition of coffee and cigars by private individuals or firms.

Persons intending to exhibit either of the above commodities are, therefore, requested to communicate as soon as possible with the Reporter on Economic Products to the Government of India, Calcutta, instead of communicating with the Belgian Consular authorities.

ORDER.—Ordered that this Resolution be published in the Supplement to the *Gazette of India* for general information, and that copies be forwarded to all Local Governments and Administrations, with the request that it be republished in the local Gazettes.

[True Extract.]

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

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

SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

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

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

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 17th, 1894.

During the week under review, although pressure has at times changed by considerable amounts, yet the general distribution has not varied very largely from the normal, except on the 14th and 15th, when readings were more uniform than is ordinarily the case. On the other days of the week pressure has decreased very steadily, from a high pressure area in the north to a low pressure area in the south. Accompanying this distribution of pressure there has occurred a fairly steady flow of air from the north towards the south, while the weather has been generally fine. Very slight disturbances have, however, been slowly translated from the west towards the east and have occasioned rain and somewhat unsettled weather in different parts of Northern and Central India. In consequence rain occurred over Baluchistan, the Punjab and the North-Western Provinces, at different times, and snow fell on the North-West Himalayas early on the morning of the 17th.

The chart of the 11th showed the normal distribution of pressure. Readings were highest in the north-west, and from this region gradually decreased to the south of the Bay where they were lowest. The winds showed anticyclonic motions, blowing from north-west in the Gangetic plain, from north over Bengal and the Bay and from north-east and east over the central parts of the country and the Peninsula. In Baluchistan a strongish south-easterly wind was blowing and rain was falling. Showers were also reported from Colombo and Sibsagar, but with these exceptions there was no rain over the Indian region.

On the 12th pressure was decreasing in the north-west and increasing elsewhere. Hence, although the general distribution was unchanged, the high pressure area in the north-west was less strongly marked and the distribution was to this extent abnormal. Calms prevailed in the north-west and the wind circulation was less regular. Rain was still reported from Baluchistan and had extended to the north of the Punjab, while light rain had again fallen at Sibsagar. On the 13th the barometer had recovered in the north-west, the high pressure area had been re-established, and the distribution had become normal again, except that one slight depression had appeared over Guzerat and a second over Bengal. The winds were variable over those portions of Northern India affected by the depressions. Rain continued at Quetta and in the north of the Punjab and a light shower was reported from Colombo. The chart of the 14th showed that the barometer had fallen almost everywhere. The fall had been brisk in the north and moderate in the south, hence pressure had become more uniform. The winds were variable and light. Rain had extended in the North-West and had fallen generally over Baluchistan and a large part of the Punjab; the amounts were, however, small or very small. On the morning of the 15th pressure was rising quickly in the north-west and moderate gradients were reported there, though in other parts of the country pressure remained very uniform. The winds were again rather variable in direction. Rain had fallen at Karachi as well as at the stations in the west and north of the Punjab close to the Hills. Rain had also fallen all over the North-West Himalayas. By the morning of the 16th the small depression from Guzerat had reached the Central Provinces, while that over Bengal had disappeared. The distribution was irregular, but readings were generally high in the north-west and north-east and low in the south. The winds were very variable in direction. Rain was falling over Baluchistan and at several stations in North-West India. By the morning of the 17th the depression noticed above had reached Bengal where, as well as over the Peninsula and Burma, the barometer had fallen. The barometer had on the contrary risen briskly in the north-west, where the high pressure area was again well defined. The winds blew from the normal cold weather directions. Rain was reported from the north of the Punjab and west of the North-Western Provinces, while snow and hail had fallen over the North-West Himalayas.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India :—

Province.	February 1894.							Mean variation of week.
	11th.	12th.	13th.	14th.	15th.	16th.	17th.	
	°	°	°	°	°	°	°	°
Burma	+2·1	+3·4	+3·5	+1·9	+1·0	−0·1	+1·3	+1·9
Bengal and Assam	+5·0	+1·7	+2·2	+3·1	+4·4	+6·1	+7·4	+4·3
North-Western Provinces and Oudh	−0·6	+0·2	+2·1	+4·1	+8·1	+8·8	+8·0	+4·4
Punjab	+1·6	+4·4	+4·0	+5·7	+3·1	+5·3	+0·3	+3·5
Bombay	+3·6	+4·3	+4·8	+5·1	+3·2	+2·5	+1·9	+3·6
Central Provinces and Berar	+2·8	+2·5	+3·9	+4·8	+4·9	+6·8	+6·0	+4·5
Central India and Guzerat	+1·2	+4·5	+6·5	+6·5	+7·6	+6·4	+3·6	+5·2
Sind and Rajputana	+0·5	+3·2	+6·1	+5·9	+6·4	+0·9	−1·3	+3·2
Madras	+0·6	+0·3	+0·6	−0·7	−1·4	−1·7	−2·6	−0·7
	°	°	°	°	°	°	°	°
Mean for whole of India	+1·9	+2·7	+3·7	+4·0	+4·1	+3·9	+2·7	+3·3

The above shows that the past week has been one of generally excessive heat. On each day of the week the mean temperature of the whole of India was above the normal, the abnormal excess ranging from 1°·9 on the 11th to 4°·1 on the 15th. All the provincial divisions except Madras showed an excess of temperature, the greatest variation from the normal being +5°·2 in Central India and Guzerat. In Burma, Sind and Rajputana and the North-Western Provinces on one day of the week, and in Madras on four days of the week, the mean temperature was below the normal, but with these few exceptions the above table shows that excessive heat prevailed uninterruptedly.

Rain.—The concluding table shows that during the week rain has been practically confined to the Punjab, Sind, the North-Western Provinces and Central India, though light local showers have fallen also in Central Burma, Assam (Bhramaputra) and Bihar. In all other parts of India there has been no rain during the week. Of the eighteen divisions which received rain there are eight in which the average actual rainfall of the division amounted to less than one-tenth of an inch, six more in which the fall was less than half an inch, while in the remaining four the rainfall was over half an inch. The heaviest average falls reported were 2·01 inches in the Hill districts of the Punjab, 0·94 inch in the north-west of the Punjab, and 0·63 inch in the submontane division of the Punjab.

The third column of the table shows a trifling excess of rain in Central Burma, Central India (West) and in the west of the North-Western Provinces and a moderate excess over the Punjab and Sind.

The concluding columns of the table show that from the 31st of December 1893 to the 17th February 1894 the total rainfall of the period has been excessive over the North-Western Provinces, the Punjab, Rajputana, Sind and several divisions of the Peninsula, while it has been defective in all other parts of India. The greatest absolute excess is shown over the Hill districts of the Punjab where the average normal rainfall for the period is 5·28 inches and the average actual rainfall has been 13·80 inches, but compared with the normal the greatest rainfall has been in parts of the Peninsula.

The only heavy amounts reported fell in North-West India. The sudder station of Bulandshahr received 3·39 inches in one fall on the 17th; Sharakpur (Lahore) reeeived a total of 1·64 inch, the fall apparently occurring on the last two days of the week; the sudder station of Kangra received 3·49 inches, of which 3·15 inches fell on the 17th; Murree received 2·25 inches and Abbottabad 1·91 inch.

Province.	Division.	Rainfall data for week ending 17th February 1894.			Rainfall data from 31st December to 17th February 1894.		
		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, 31st December to 17th February.	Excess or defect of (seasonal) rainfall expressed as a percentage
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0·07	—100
	Lower Burma	0	0	0	0	0·28	—100
	Central ditto	0·09	0·06	+0·03	0·09	0·20	— 55
	Upper ditto	0	?	?	0	?	?
	Arakan	0	0	0	0	0·12	—100
Bengal and Assam	Eastern Bengal	0	0·42	—0·42	0	1·40	—100
	Assam (Surma)	0	0·64	—0·64	0	1·90	—100
	Ditto (Brahmaputra)	0·06	0·37	—0·31	0·54	1·78	— 70
	Deltaic Bengal	0	0·36	—0·36	0	1·39	—100
	Central ditto	0	0·36	—0·36	0	1·10	—100
	North ditto	0	0·22	—0·22	0·21	0·96	— 78
	Orissa	0	0·30	—0·30	0·01	1·01	—100
	Chota Nagpur	0	0·23	—0·23	0·01	1·33	— 99
	Bihar (South)	0·04	0·16	—0·12	0·68	1·03	— 34
	Ditto (North)	0	0·21	—0·21	0·41	1·03	— 60
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·09	—0·09	1·43	0·95	+ 51
	North-Western Provinces (Submontane) (*a*).	0·04	0·11	—0·07	1·64	0·88	+ 86
	Oudh (South)	0·04	0·10	—0·06	2·43	0·95	+156
	Ditto (North)	0·14	0·15	—0·01	2·07	1·11	+ 86
	North-Western Provinces (Central).	0·06	0·07	—0·01	2·07	0·74	+176
	North-Western Provinces (West).	0·55	0·12	+0·43	2·50	0·85	+194
	North-Western Provinces (Submontane) (*b*).	0·26	0·44	—0·18	3·80	2·54	+ 50
Punjab	Punjab (South)	0·37	0·13	+0·24	2·94	0·88	+234
	Ditto (Central)	0·34	0·13	+0·21	3·32	1·02	+226
	Ditto (Submontane)	0·63	0·34	+0·29	5·44	2·37	+130
	Ditto (Hill Districts)	2·01	0·70	+1·31	13·80	5·28	+161
	Ditto (North-West)	0·94	0·36	+0·58	7·14	2·08	+167
	Ditto (West)	0·27	0·11	+0·16	1·43	0·84	+ 70
Bombay and Malabar Coast Districts (Madras).	Malabar	0	0·06	—0·06	0·40	0·45	— 11
	Madras (South Central)	0	0·03	—0·03	1·13	0·34	+233
	Coorg	0	0·01	—0·01	0	0·34	—100
	Mysore	0	0	0	0·07	0·08	— 13
	Konkan	0	0	0	0·02	0·09	— 78
	Bombay-Deccan	0	0	0	0·34	0·06	+467
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·02	—0·02	0·54	0·13	+315
Central Provinces and Berar.	Berar	0	0·06	—0·06	0·24	0·52	— 54
	Central Provinces (West)	0	0·02	—0·02	0·25	0·61	— 59
	Ditto ditto (Central)	0	0·06	—0·06	0·75	0·77	— 3
	Ditto ditto (East)	0	0·10	—0·10	0·03	0·75	— 96
Bombay (North)	Guzerat	0	0	0	0·02	0·07	— 71
	Kathiawar	0	0·03	—0·03	0·01	0·10	— 90
	Sind	0·39	0·02	+0·37	2·15	0·60	+258
Rajputana and Central India.	Central India (East)	0·01	0·05	—0·04	0·61	0·50	+ 22
	Rajputana (East), Central India (West).	0·03	0·01	+0·02	0·85	0·26	+227
	Rajputana (West)	0	0·01	—0·01	0·70	0·32	+119
Madras	East Coast (North)	0	0·16	—0·16	0·18	0·41	— 56
	Ditto (ditto) (*a*)	0	0·07	—0·07	0·15	0·15	0
	Hyderabad (South)	0	0·02	—0·02	0·06	0·24	— 75
	Madras (Central)	0	0	0	0·18	0·06	+200
	East Coast (Central)	0	0·03	—0·03	0·68	0·47	+ 45
	Ditto (South)	0	0·03	—0·03	1·66	0·80	+108
	Madras (South)	0	0·09	—0·09	0·81	0·99	— 18

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

Simla, the 22nd February 1894.

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

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

Madras.—*For week ending 24th February.*—Showers in parts of Ganjam and at Trivendrum; no rain elsewhere. Sowings of summer crops being made but agricultural operations limited generally to harvesting and watering. Standing crops generally good. Harvest still yields average outturn. Fodder sufficient, and condition of cattle generally good. Prices generally easier except in parts of the Deccan and Circars, where they are slightly dearer.

Bombay.—*For week ending 28th February.*—Rain in parts of Sind, damaging crops in one district. Standing crops damaged by frost, rust or blight in parts of five districts; prospects otherwise good. Reaping of early or late crops progressing in fourteen districts. Lands being prepared for next season in four districts. Cotton-picking continues in five districts. Fodder sufficient except in one district, and agricultural stock good. Prices steady except in two districts.

Bengal.—*For week ending 24th February.*—There has been during the week fairly general rain over the greater part of the Province, except Orissa. The rain has benefited the spring crops which are maturing, and has facilitated the transplanting of the spring rice seedlings. The ploughing of land for autumn rice and jute in North Bengal is well forward. The collection of opium has begun with promising results. The manufacture of molasses from sugarcane is in progress. Mustard, peas, potatoes, and tobacco are being harvested. The price of common rice is steady. Cattle are generally in good condition, and there is plenty of fodder and water in all districts except in part of Jessore and Mymensingh. The number of persons in receipt of gratuitous relief in the MADARIPUR SUB-DIVISION of FARIDPUR were :—10 men, 41 women, and 19 childern, total 70 against 31 in the previous week.

North-Western Provinces and Oudh.—*For week ending 28th February.*—Weather occasionally cloudy with light rain in some places. Damage to crops by rust is reported from Banda and Jhansi, and slight damage by hail from Sitapur and Bareilly. Prospects are favourable. Harvesting has commenced in places, and opium cultivation is in progress. Sugarcane-pressing continues. Markets are well-supplied. Prices stationary.

Punjab.—*For week ending 28th February.*—Rain has fallen in six districts. Irrigation of spring crops and cultivation of extra spring crops in progress. Land is being prepared for autumn crops in some districts. Condition and prospects of standing crops are generally reported good, but fine weather is now required. The spring crop is said to have been damaged by field rats in parts of Lahore. Condition of cattle is generally reported good, and fodder is sufficient throughout the Province. The poppy crop is said to be in good condition. Prices falling in three districts; stationary elsewhere.

Central Provinces.—*For week ending 28th February.*—Storms have occurred in the Southern and Eastern districts with hail in places. Wheat-harvesting begun in the Northern and progressing rapidly in the Southern districts. Prospects bad in Saugor and Damoh where prices are rising, fair in Hoshangabad, Betul, and Chhattisgarh; indifferent elsewhere.

Burma.—*For week ending 24th February.*—Slight showers of rain have fallen in Amherst, Shwegyin, and Ye-u. In Lower Burma harvesting of the main paddy crop continues in a few districts, and is completed elsewhere. In Upper Burma the monsoon crops have been harvested, and dry-weather operations are progressing satisfactorily. Standing crops with few exceptions look well. The price of paddy has fallen in Myaungmya and risen in Magwe. Fodder and water-supply sufficient. Prices are below normal except in Arakan and Tavoy.

Assam.—*For week ending 27th February.*—Weather rainy. Early rice-ploughing and sugarcane-pressing progressing. Mustard-gathering continues. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 28th February.*—MYSORE: Crops and prospects good. *Ragi* (*Eleusine coracana*) harvested in the Bangalore district. Rice sown in parts of the Bangalore, Tumkur, and Hassan districts, and harvested in parts of the Mysore and Tumkur districts. Prices slightly fallen in two districts.

COORG: Threshing of rice and coffee-picking almost completed. Forage deficient in some-places, but water sufficient. Slight rise in prices in parts.

Berar and Hyderabad.—*For week ending 28th February.*—BERAR: Weather getting warm. Crops generally in favourable condition. Cutting of gram and linseed in progress in the Basim and Pusad talukas. Cotton-picking and harvesting of *jowari* (*Sorghum vulgare*) completed in the Amraoti district. Preparation of land for ensuing crops commenced in Buldana. Weeding operations concluded in Akola. Fodder and water sufficient. Cattle healthy. No material change in prices.

HYDERABAD: No rain during the week. Harvesting of hot-weather crops continues. Cutting of spring crops commenced. Prices steady.

Central India.—*For week ending 28th February.*—No rain during the week. Agricultural operations completed in Goona, and in progress in other Agencies. Condition of standing crops indifferent in Bundelkhand and parts of Gwalior, but fairly good in other Agencies. The outturn will probably be below average in Bundelkhand and parts of Gwalior. Pasturage good except in parts of Gwalior. Opium in fairly good condition. Prices of food-grains rising in parts of Gwalior and Bundelkhand; steady elsewhere.

Rajputana.—*For week ending 28th February.*—Slight rain in Bikanir. Agricultural operations, standing crops, and cattle generally satisfactory. Prospects generally good. Two-thirds of the wheat crop has been lost in Karawli, and a fourth of the crop has been damaged by insects in Dholepore. Pasturage or fodder sufficient. Prices falling in three States, rising in two others, and steady elsewhere.

Kashmir.—*For week ending 27th February.*—Weather fine. Spring crops flourishing. Oil-seeds sowings re-commenced. Prices falling.

Jammu.—*For week ending 22nd February.*—No rain. Crops in fair condition. Prices stationary.

Nepal.—*For week ending 24th February.*—Weather unsettled and cloudy with occasional showers. Prospects good.

E. D. MACLAGAN,
Under-Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 266 F.

Calcutta, the 21st February, 1894.

Circular No. 7 F.

Extract from the Proceedings of the Government of India, in the Department of Revenue and Agriculture (Forests),—dated Calcutta, the 21st February, 1894.

READ the following despatch from Her Majesty's Secretary of State, forwarding copies of the Regulations for 1894 of the Forest Service Branch in Cooper's Hill College:—

No. 166 (Revenue), dated London, the 28th December, 1893.

From—THE RIGHT HONOURABLE THE EARL OF KIMBERLEY, K.G.,
Her Majesty's Secretary of State for India,

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

I forward herewith, for the information of Your Excellency's Government, 10 copies of the Regulations for admission to the Forest Service Branch at Cooper's Hill College for 1894.

Regulations for the Forest Service Branch of the Royal Indian Engineering College, Cooper's Hill, for 1894.

[*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, Lieutenant-Colonel W. J. BOYES.
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, ARTHUR HICKS, Esq.
Lecturer in Accounts, J. C. HURST, Esq.
Instructor in Freehand Drawing, RUSSELL DOWSON, Esq.

Mathematical Branch.

Professor of Applied Mathematics, G. M. MINCHIN, Esq., M.A.
Professor of Pure Mathematics, A. LODGE, Esq., M.A., Fareday Fellow of St. John's College, Oxon.

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 H. G. SEELEY, F.R.S.

Forestry Branch.

Principal Professor of Forestry, W. SCHLICH, Esq., Ph.D., C.I.E., late Inspector-General of Forests to the Government of India.
Assistant Professor of Foresty, W. R. FISHER, Esq., B.A., late Conservator of Forests, Northern India.
Professor of Botany, H. MARSHALL WARD, Esq., M.A., S.D., F.R.S., F.L.S., Fellow of Christ's College, Cambridge.
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.
Lecturer on Forest Law, B. H. BADEN-POWELL, Esq., C.I.E., late of the Indian Civil Service.
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 staff of the College is only given in so far as it concerns the Forest Branch.
† Sir D. Frandis is not on the staff of the College.

[*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 1894 there will be six* 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, 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:—

	Marks.	
Class I.—Obligatory Subjects.¶		
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	

* Probably the number of appointments will not exceed six annually, for some years to come.

† 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 week 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.

‖ Reprints of the papers set at previous examinations, together with tables of the marks assigned to the candidates, are published by the Civil Service Commissioners, and can be obtained through any bookseller. The price of each reprint is one shilling.

¶ Attention is invited to the appended Syllabus, giving further details regarding the extent and character of the examination.

	Marks.	
Class II.—Optional Subjects.*		
4. Mathematics (higher), including Analytical Geometry, Conic Sections, Statics, and Dynamics	2,000	A candidate may take any two, but not more than two, of the optional subjects. Under "Optional Subjects" Nos. 9, 10, 11 and 12, the examination will be partly practical.
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, which will be from the year 1727 to the year 1788 for the examination of 1894	2,000	
9. Botany, *viz.*, the elementary 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. Elementry 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 three years, divided into nine terms. During eight terms the candidates will prosecute their studies mainly at the College, and during one term (the sixth), which may last for four or five months, they will visit, under suitable supervision, such 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, except at the end of the visit to the Continent when the vacation will be shorter.

7. A charge of 61*l.* is made for each term except the sixth; for that term the charge is 90*l.* for each student, the duration of the term being longer and the cost of students in the Continental forests being higher than for any other term: the amounts 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, etc., 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 up to a cost of 2*s.* a week, 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, etc.

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

* Attention is invited to the appended Syllabus, giving further details regarding the extent and character of the examination.

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

I.—*Auxiliary Subjects.*

1. Geometrical Drawing.
2. Freehand Drawing.
3. Surveying.
4. Forest Engineering.
5. Accounts.
6. German.
7. Mechanics.
8. Physics.
9. Chemistry.
10. Geology and Mineralogy.
11. Entomology.
12. Botany.
13. Drill and Gymnastics.

II.—*Forestry*, Theoretical and practical, in all its branches.

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, or to be sent back from the forest tour, which may entail the loss of his appointment.

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 and in the subjects taught during the forest tours, 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 state their preference in respect to the Provinces to which they desire to be allotted; but the distribution will be made at the discretion of the Secretary of State for India, after consulting the President of the College and the Principal Professor of Forestry, to the several Provinces according to the needs of the public service. The distribution will be made 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 begin 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 R350 a month. It will, however, rest with the President of the College, in consultation with the Principal Professor of Forestry, to decide whether any of the probationers, though they have obtained the College diploma in Forestry, have failed to deserve that rate of initial salary. Such probationers, if any, will begin on a salary of R250 a month; and this difference of salary will continue until the first departmental examination is passed in India.

17. Promotion, leave, and pension will be regulated by the rules of the service for the time being. The more favourable pension rules have recently been extended to Forest officers appointed from England, who are thus placed on an equality with Public Works officers appointed from Cooper's Hill College. Any Forest officer, who has rendered not less than three years' approved service at head of his department, has also been made eligible for an extra pension of R1,000 per annum. A copy of the Regulations relative to these matters can be seen on application either at the Library or the Record Department of the India Office; the principal rules, however, are contained in the Abstract of the Civil Service Regulations, as given in the "India Office List," or the "India List," published respectively by Messrs. Harrison and Sons, 59, Pall Mall, and Messrs. W. H. Allen and Co., 13, Waterloo Place, S. W., either of which can be procured through any bookseller.

* For details *see* Royal Indian Engineering College Calendar.

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 students are required to provide their 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 an 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 Indian 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.

FOREST EXAMINATION.

SYLLABUS

Showing the extent and character of the Forest Examination.

In a letter addressed to the Civil Service Commissioners on the subject of the examinations for admission into the Royal Military Academy, Woolwich, and the Royal

Military College, Sandhurst, the Director General of Military Education observes:—"The main object to be borne in mind with reference to the Entrance Examination is to secure a youth who has had a thoroughly well-grounded liberal education as an English gentleman. Any curriculum which renders those who are unsuccessful unfit for other professions is greatly to be deprecated." The Regulations for the Forest Examination, which follow the lines of the Sandhurst Examination, are intended to provide a test that the candidates have received such an education as is indicated in these words. By these Regulations certain of the subjects specified are prescribed as obligatory for all competors, while, in the choice of the subjects described as optional, allowance is made for varieties of taste and inclination in each candidate. In view of the influence which the Regulations must necessarily exercise on the education of candidates for admission to the public service, the Civil Service Commissioners deem it expedient to specify, with more fulness than in the Regulations themselves, the character of the examination which the candidates will be called upon to undorgo.

CLASS I.

(OBLIGATORY SUBJECTS.)

Mathematics.—The extent of the examination will be as defined in the Regulations.

English Composition.—An Essay to be written on one of several subjects specified by the Civil Service Commissioners on their Examination Paper.

German.—There will be translations of unseen passages from German into English, and from English into German; the knowledge of pronunciation will be tested by dictation and the *viva voce* examination. The passages for translation will be taken mainly from standard authors (Schiller, Lessing, Alexander v. Humboldt, Ranke, etc.); and a few simple questions may be asked on the passages set, as to the structure and character of the language, and allusions of obvious and general interest.

CLASS II.

(OPTIONAL SUBJECTS.)

Higher Mathematics.—The extent of the examination will be as defined in the Regulations.

Latin.—Passages will be set for translation into English selected from the authors usually read in schools. Passages from English authors will be given for translation into Latin prose and verse, but candidates will be allowed, in the place of verse composition, to answer questions of a simple character, which will test whether they possess a fundamental knowledge of the grammar of the language, and such an elementary acquaintance with Roman History as is required for the intelligent study of the books they have read.

Greek.—Passages will set for translation into English from the authors usually read in schools, and in other respects the examination will proceed on the same lines as in Latin.

French.—The passages for translation will be taken from standard authors (Corneille, Madame de Sévigné, Guizot, Taine, etc.), and in other respects the examination will proceed on the same lines as in German.

English History.—The General Paper in this subject will test whether the candidates are accurately acquainted with the facts of English History, and also possess an intelligent knowledge of the meaning of the facts. The paper on the fixed period will, of course, require from the candidates more minute knowledge than the General Paper.

Botany, Chemistry, Physics, Physical Geography, and Geology.—The standard of examination in these subjects will be such as may be reasonably expected from the education given at schools possessing appliances for practical instruction, such as a laboratory, etc. A considerable portion of the marks will be allotted for the proficiency shown in the practical part of the examination.

GENERAL.

Handwriting.—In estimating the papers of candidates, a limited number of marks, namely, 100 out of the maximum allotted to each subject, is assigned for handwriting.

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

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

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.]

E. D. MACLAGAN,

Under-Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 18TH FEBRUARY 1893, AND FROM 1ST JANUARY TO 17TH FEBRUARY 1894.

N.B.—As regards the figures in column *Total Receipts from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1893.	Week ending 18th February 1893.			Week ending 17th February 1894.			Earnings from 1st January to 18th February 1893.	Earnings from 1st January to 17th February 1894.	Increases during the 1st half of 1894.	Decreases during the 1st half of 1894.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	619	1,634	10,27,083	629	1,634	11,36,738	696	70,34,604	79,26,910	8,92,306	...
Bengal-Nágpur	180	803	1,75,630	204	862	1,60,583	186	10,45,303	10,47,224	1,921	...
Indian Midland	145	752	1,28,396	171	752	1,17,249	156	8,01,132	8,40,498	39,366	...
Bezwada Extension	96	21	2,199	105	21	1,183	56	15,810	9,273	...	6,537
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,28,729	311	1,699	5,58,110	328	34,93,300	35,78,770	85,470	...
South Indian	157	1,043	1,54,014	148	1,043	1,33,740	128	10,56,858	8,45,525	...	2,11,333
Southern Mahratta (*b*)	109	1,107	1,12,059	101	1,164	1,19,275	102	7,31,125	7,20,506	...	10,619
Bengal and North-Western (*c*)	162	756	1,22,408	162	756	1,29,870	172	7,89,034	7,74,320	...	14,714
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	214	17,978	84	223	18,439	83	1,10,200	1,30,875	20,675	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	6,040	6,040	...
TOTAL	272	8,089	22,68,496	280	8,170	23,76,097	291	1,50,77,366	1,58,79,941	8,02,575	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,00,173	199	2,509	5,79,467	231	35,92,827	40,75,725	4,82,898	...
Oudh and Rohilkhand (state)	272	692	1,79,191	259	740	2,15,785	292	12,15,532	13,19,438	1,03,906	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,80,977	233	813	2,30,690	284	14,05,293	17,95,010	3,89,717	...
Bengal Central (*e*)	120	125	15,690	126	125	13,890	111	1,08,155	1,03,160	...	4,995
East Coast (state)	55	...	...	...	266	18,687	70	...	1,24,027	1,24,027	...
Metre gauge—											
Burma (state)	224	715	2,20,964	309	730	1,86,212	255	12,79,597	10,45,286	...	2,34,311
Special gauges—											
Jorhát (state provincial)	46	28	1,093	39	28	1,106	40	7,069	7,175	106	...
Cherra-Companyganj (state provincial)	58	8	462	58	8	507	63	3,409	3,200	...	209
TOTAL	231	4,854	10,98,550	226	5,219	12,46,344	239	76,11,882	84,73,921	8,61,139	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	610	1,490	9,25,680	621	1,490	10,33,780	694	60,96,980	66,70,440	5,73,460	...
Bombay, Baroda and Central India	765	461	2,80,261	608	461	3,19,000	692	20,10,801	20,59,000	48,199	...
Madras	242	840	2,13,419	254	840	1,94,203	231	14,10,744	12,56,286	...	1,54,458
TOTAL	525	2,791	14,19,360	509	2,791	15,46,983	554	95,18,525	99,85,726	4,67,201	...
TOTAL (GUARANTEED AND STATE)	304	15,734	47,86,406	304	16,180	51,69,424	319	3,22,07,773	3,43,38,688	21,30,915	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	19,682	122	161	23,618	147	1,38,777	1,48,935	10,158	...
Tarkessur	277	22	8,562	389	22	6,031	274	43,354	41,572	...	1,782
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	3,928	59	67	9,634	144	29,488	61,988	32,500	...
Dibru-Sadiya	126	78	9,433	121	78	9,785	125	64,130	66,438	2,308	...
TOTAL	142	328	41,605	127	328	49,068	150	2,75,749	3,18,933	43,184	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	56,320	169	333	61,030	183	3,89,584	3,71,597	...	17,987
The Gaekwar's Petlád	103	13	1,230	95	13	910	70	9,393	6,880	...	2,513
Rájpura-Bhátinda	124	108	12,176	113	108	15,106	140	77,248	76,616	...	632
Metre gauge—											
Southern Mahratta (Mysore section) (*g*)	104	331	35,291	107	362	30,085	83	2,30,447	1,96,480	...	33,967
The Gaekwar's Mehsána	80	93	7,572	81	93	8,950	96	47,283	55,730	8,447	...
Kolhapur	83	29	2,867	99	29	2,224	77	17,900	10,419	...	7,487
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,086	71	72	4,550	63	34,658	31,490	...	3,168
TOTAL	125	979	1,20,542	123	1,010	1,22,855	122	8,06,519	7,49,312	...	57,307
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	44,826	134	334	42,061	126	2,83,480	2,57,896	...	25,584
Jetalsar-Rájkot	24	...	...	...	46	2,499	54	...	17,906	17,906	...
Jodhpur-Bickaneer	53	291	17,926	62	364	25,200	69	1,25,555	1,69,900	44,345	...
Special gauge—											
Morvi	70	94	6,746	72	94	6,569	70	44,311	44,717	406	...
TOTAL	93	719	69,498	97	838	76,329	91	4,53,346	4,90,419	37,073	...
GRAND TOTAL	282	17,760	50,18,051	283	18,356	54,17,676	295	3,37,43,387	3,58,97,252	21,53,865	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*g*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

CALCUTTA,
The 2nd March, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLIV OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st Abril 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 18th February 1893.			Week ending 17th February 1894.			Earnings from 1st April 1892 to 18th February 1893.	Earnings from 1st April 1893 to 17th February 1894.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by Companies.											
Standard gauge—											
East Indian	580	1,634	10,27,083	629	1,634	11,36,738	696	4,31,77,515	4,47,58,506	15,80,991	...
Bengal-Nágpur	140	863	1,75,630	204	862	1,60,583	186	50,42,774	53,80,668	3,37,894	...
Indian Midland	129	752	1,28,396	171	752	1,17,249	156	43,90,646	44,49,595	58,949	...
Bezwáda Extension	80	21	2,199	105	21	1,183	56	87,773	87,872	99	...
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,28,729	311	1,699	5,58,110	328	1,95,54,324	1,96,70,756	1,16,432	...
South Indian	139	1,043	1,54,014	148	1,043	1,33,740	128	69,44,979	68,81,899	...	63,080
Southern Mahratta (*b*)	87	1,107	1,12,059	101	1,164	1,19,275	102	40,60,539	51,91,020	11,30,481	...
Bengal and North-Western (*c*)	137	756	1,22,408	162	756	1,29,870	172	46,27,349	45,20,158	...	1,07,191
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	214	17,978	84	223	18,439	83	5,96,275	6,38,280	42,005	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	(*d*) 10,432	10,432	...
TOTAL	243	8,089	22,68,496	280	8,170	23,76,097	291	8,84,82,174	9,15,89,186	31,07,012	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	5,00,173	199	2,509	5,79,467	231	2,21,38,999	2,59,89,466	38,50,467	...
Oudh and Rohilkhand (state)	235	692	1,79,191	259	740	2,15,785	292	73,39,886	76,48,837	3,08,951	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	1,80,977	233	813	2,30,690	284	1,06,10,276	1,13,53,669	7,43,393	...
Bengal Central (*f*)	120	125	15,690	126	125	13,890	111	6,84,934	6,83,178	...	1,756
East Coast (state)	...	...	...	...	266	18,687	70	...	(*g*) 5,61,173	5,61,173	...
Metre gauge—											
Burma (state)	194	715	2,20,964	309	730	1,86,212	255	60,17,857	52,58,652	...	7,59,205
Special gauges—											
Jorhát (state provincial)	46	28	1,093	39	28	1,106	40	60,293	63,711	3,418	...
Cherra-Companyganj (state provincial)	47	8	462	58	8	507	63	16,708	19,650	2,942	...
TOTAL	217	4,854	10,98,550	226	5,219	12,46,344	239	4,68,68,953	5,15,78,336	47,09,383	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	9,25,680	621	1,490	10,33,780	694	3,43,13,776	3,38,29,753	...	4,84,023
Bombay, Baroda and Central India	605	461	2,80,261	608	461	3,19,000	692	1,24,39,588	1,30,47,173	6,07,585	...
Madras	226	840	2,13,419	254	840	1,94,203	231	86,30,602	90,88,901	4,58,299	...
TOTAL	442	2,791	14,19,360	509	2,791	15,46,983	554	5,53,83,965	5,59,65,827	5,81,861	...
TOTAL (GUARANTEED AND STATE)	271	15,734	47,86,406	304	16,180	51,69,424	319	19,07,35,093	19,91,33,349	83,98,256	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	19,682	122	161	23,618	147	9,65,230	10,91,283	1,26,053	...
Tárkessur	252	22	8,562	389	22	6,031	274	2,54,129	2,46,508	...	7,621
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	3,928	59	67	9,634	144	3,67,630	4,07,803	40,173	...
Dibru-Sadiya	123	78	9,433	121	78	9,785	125	4,39,686	4,54,032	14,346	...
TOTAL	135	328	41,605	127	328	49,068	150	20,26,675	21,99,626	1,72,951	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	56,320	169	333	61,030	183	23,35,015	23,70,196	35,181	...
The Gaekwar's Petlád	96	13	1,230	95	13	910	70	56,309	52,824	...	3,485
Rájpura-Bhátinda	92	108	12,176	113	108	15,106	140	4,65,808	5,65,044	99,176	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	35,291	107	362	30,085	83	13,31,123	15,18,848	1,87,725	...
The Gaekwar's Mehsána	59	93	7,572	81	93	8,950	96	2,39,094	2,94,388	55,294	...
Kolhápur	67	29	2,867	99	29	2,224	77	86,895	96,625	9,730	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	5,086	71	72	4,550	63	2,15,522	2,10,990	...	4,532
TOTAL	107	979	1,20,542	123	1,010	1,22,855	122	47,29,826	51,08,915	3,79,089	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	44,826	134	334	42,061	126	14,82,780	17,45,497	2,62,717	...
Jetalsar-Rájkot	...	...	...	...	46	2,499	54	...	(*i*) 1,26,073	1,26,073	...
Jodhpur-Bickaneer	60	291	17,926	62	364	25,200	69	8,06,048	8,27,269	21,221	...
Special gauge—											
Morvi	65	94	6,746	72	94	6,569	70	2,81,732	2,87,656	5,924	...
TOTAL	80	719	69,498	97	838	76,329	91	25,70,560	29,86,495	4,15,935	...
GRAND TOTAL	251	17,760	50,18,051	283	18,356	54,17,676	295	20,00,62,154	20,94,28,385	93,66,231	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total receipts from 8th November 1893 to 17th February 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total receipts from 12th April 1893 to 17th February 1894.
(*j*) Includes earnings of the Bezwada-Godávari section from the 1st April 1893 and of the Godávari-Vizianagram section and the Cocanada and Vizagapatam branches from date of opening, *viz.*, the 15th July 1893.

CALCUTTA,
The 2nd March 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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 December 1893, and from 1st January to 31st December 1893, compared with the corresponding periods of the years 1891 and 1892.

Articles and whence exported.	Total of month.									Total from January 1st, including total of month.									Articles and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.			
	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.	
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
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									**COTTON, RAW—**
Madras	...	...	...	24	...	12	...	...	...	24	...	12	...	...	19	20,554	17,602	1,69,979	...	...	...	20,554	17,602	1,69,979	Madras
Bombay	...	...	...	1,49,753	3,84,221	2,83,164	...	...	...	1,49,753	3,84,221	2,83,164	36,24,900	42,11,758	37,43,365	...	...	...	...	...	...	36,24,906	42,11,758	37,43,384	Bombay.
Sindh	...	...	...	...	...	...	12,194	21,169	45,632	12,194	21,169	45,632	...	...	...	3,49,483*	2,30,661	2,09,511	3,49,483	2,30,661	2,09,511	3,49,483	2,30,661	2,09,511	Sindh.
Bengal	1,910	8,044	3,954	...	...	...	...	...	...	1,910	8,044	3,954	18	15	19	...	...	...	...	...	...	48,885	99,904	99,683	Bengal.
N.-W. P. & O.	7,918	34,971	94,933	15,104	1,34,992	1,58,625	...	...	...	23,022	1,69,963	2,53,358	4,18,630	3,44,172	4,12,952	...	1	...	...	...	...	6,86,295	6,48,878	7,03,219	N.-W. P. & O.
Punjab	...	2,120	1,097	121	12,057	16,026	566	29,297	28,145	687	43,474	45,268	62,685	13,894	84,940	48,348*	44,570	2,45,555	1,27,775	60,821	3,75,792	Punjab.				
Central Provs.	...	2,055	618	1,547	45,896	19,456	...	...	...	1,547	47,951	20,074	1,08,663	1,24,357	1,00,429	...	...	...	1,14,066	1,40,655	1,05,576	Central Provs.				
Berar	...	477	591	86,166	2,05,036	2,25,354	...	...	...	86,166	2,05,513	2,25,945	17,41,980	16,67,685	12,17,302	...	...	...	17,52,431	16,78,513	12,19,964	Berar.				
Assam	...	687	2,760	...	...	...	...	...	...	...	687	2,760	...	...	...	...	...	...	3,910	16,972	39,001	Assam.				
Raj. & C. I.	...	...	240	18,752	35,578	35,190	...	...	...	18,752	35,578	35,430	10,81,531	7,66,783	6,14,029	...	...	...	11,13,328	7,75,834	6,25,971	Raj. & C. I.				
Nizam's Terry.	...	...	...	699	601	377	...	...	...	699	601	377	34,357	21,512	28,715	...	...	...	34,357	21,512	28,715	Nizam's Terry.				
Mysore	...	...	...	...	72	...	...	...	...	...	72	...	12	72	659	...	...	...	12	72	659	Mysore.				
TOTAL	9,828	48,354	1,04,193	2,72,166	8,18,453	7,38,204	12,760	50,466	73,777	2,94,754	9,17,273	9,16,174	3,84,840	4,60,099	4,93,999	70,93,330	71,67,850	63,72,389	3,97,832	12,75,231	4,55,066	78,76,002	79,03,180	73,21,454	TOTAL.
WHEAT—																									**WHEAT—**
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Madras.
Bombay	...	...	...	65,319	1,72,568	50,925	...	...	...	65,319	1,72,568	50,925	5	...	...	26,53,832	15,48,730	15,56,872	...	...	...	26,53,837	15,48,730	15,56,872	Bombay.
Sindh	...	...	...	...	...	...	30,249	54,873	4,23,669	30,249	54,873	4,23,669	...	...	...	...	...	...	45,34,259*	15,87,172	34,69,807	45,34,259	15,87,172	34,69,807	Sindh.
Bengal	1,33,601	73,121	15,997	...	...	...	...	...	...	1,33,601	73,121	15,997	...	1	...	...	...	...	...	...	...	29,06,479	15,78,903	7,08,484	Bengal.
N.-W. P. & O.	3,79,340	1,84,186	1,67,704	5,68,789	52,717	4,800	...	...	...	9,48,129	2,36,903	1,72,504	30,03,728	3,37,640	45,34,259*	15,87,172	34,69,807	29,06,455	15,78,902	7,08,484	83,53,734	80,60,875	29,55,401	N.-W. P. & O.	
Punjab	5,155	3,657	62,326	3,10,517	27,103	1,42,611	11,68,830	50,779	5,32,094	14,84,502	81,539	7,37,031	11,58,705	5,79,868	1,10,01,077*	44,87,190	44,49,195	45,69,320	50,50,964	26,17,205	1,38,42,697	57,69,666	52,97,290	Punjab.	
Central Provs.	306	13,391	2,207	5,94,090	4,11,602	5,98,435	...	...	...	5,94,396	4,24,993	6,00,642	56,76,220	52,54,225	...	...	...	2,39,853	1,23,771	2,68,227	85,18,179	57,08,642	54,43,492	Central Provs.	
Berar	...	...	...	49,723	59,018	...	...	...	...	49,723	5,9,018	...	5,10,684	43,198	...	...	...	66,605	32,422	1,89,267	7,81,308	5,10,684	43,198	Berar.	
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	735	...	...	367	991	4,237	Assam.	
Raj. & C. I.	...	715	...	2,16,281	1,38,199	2,20,265	...	...	...	2,16,281	1,38,914	2,20,265	14,49,816	14,95,441	...	...	...	367	991	4,237	13,13,727	14,66,515	14,99,310	Raj. & C. I.	
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...	2	2,286	...	...	...	6,462	16,699	3,869	3,035	2	2,286	Nizam's Terry.	
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	13,07,265	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL	5,18,402	2,75,070	2,48,234	18,04,719	8,61,207	10,17,036	11,99,079	1,05,652	9,55,763	35,22,200	12,41,929	22,21,033	3,03,035	...	...	...	...	...	...	...	...	...	...	...	TOTAL.
													77,89,802	68,03,749	37,91,289	1,95,79,672	1,33,47,886	92,69,530	1,55,38,148	60,80,545	79,19,558	4,29,07,622	2,62,32,180	2,09,80,377	
LINSEED—																									**LINSEED—**
Madras	...	...	...	...	409	1,958	...	...	...	...	409	1,958	...	...	...	1,518	5,968	70,276	...	...	...	1,518	5,968	70,276	Madras.
Bombay	...	...	...	58,104	97,008	68,026	...	...	...	58,104	97,008	68,026	3	488	...	11,78,402	11,56,018	11,44,665	...	...	7	11,78,405	11,56,506	11,44,665	Bombay.
Sindh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	62	...	...	...	...	...	7	...	Sindh.
Bengal	1,58,862	1,05,651	1,72,393	...	...	...	...	...	...	1,58,862	1,05,651	1,72,393	55,81,771	27,75,377	46,31,250	1,161	1,62,892	2,34,980	...	...	...	55,82,932	27,75,439	46,31,250	Bengal.
N.-W. P. & O.	68,895	42,290	56,480	15,797	2,740	7,368	...	...	...	84,692	45,030	63,848	29,67,165	26,47,535	21,96,083	3,23,795	1,841	1,786	844*	121	13,676	32,90,960	28,10,427	24,31,063	N.-W. P. & O.
Punjab	...	...	477	...	...	246	...	...	289	...	...	1,012	297	6,160	7,347	876	1,62,892	2,34,980	...	...	...	2,017	8,122	22,809	Punjab.
Central Provs.	2,334	10,384	23,734	86,506	42,847	1,31,636	...	...	...	88,840	53,231	1,55,370	1,34,015	3,14,861	2,32,995	20,46,125	12,01,050	20,64,369	...	...	...	21,80,140	15,15,911	22,97,364	Central Provs.
Berar	...	...	...	39,501	36,046	63,171	...	...	...	39,501	63,171	...	11,69,435	11,57,448	9,66,696	...	...	...	11,69,435	11,57,981	9,66,696	Berar.				
Assam	74	...	351	...	...	...	...	...	...	74	...	...	533	...	...	...	...	...	...	...	...	76,181	34,714	14,983	Assam.
Raj. & C. I.	6,599	1,559	14,379	28,254	25,964	31,345	...	...	...	34,853	27,523	351	76,181	34,714	14,983	...	...	...	...	...	...	12,65,863	12,16,789	12,52,100	Raj. & C. I.
Nizam's Terry.	...	...	...	14,423	46,751	21,230	...	...	...	14,423	46,751	21,230	2,05,703	1,97,640	1,30,085	10,60,160	5,27,944	3,91,600	...	...	...	6,06,060	5,27,944	3,91,600	Nizam's Terry.
Mysore	...	...	...	...	...	22	...	...	...	...	...	22	...	...	...	6,06,060	3	107	...	...	...	...	3	107	Mysore.
TOTAL	2,36,764	1,59,884	2,67,814	2,42,585	2,51,765	3,25,002	...	...	289	4,79,349	4,11,649	5,93,105	89,65,135	59,77,308	72,12,743	63,87,532	52,32,375	59,96,494	844	128	13,676	1,53,53,511	1,12,09,811	1,32,22,913	TOTAL.
INDIGO—																									**INDIGO—**
Madras	...	...	...	247	2,477	693	...	...	...	247	2,477	693	...	...	...	985	4,102	1,721	...	...	...	985	4,102	1,721	Madras.
Bombay	...	...	...	196	1,009	1,802	...	...	...	196	1,009	1,802	...	...	...	1,014	2,712	4,700	...	...	...	1,014	2,712	4,700	Bombay.
Sindh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	117	21	...	...	...	4,408	10,469	6,763	Sindh.
Bengal	54,730	35,550	42,904	...	...	18	797	3,215	779	797	3,215	779	...	...	...	...	...	18	...	...	...	28,862	32,692	53,570	Bengal.
N.-W. P. & O.	15,692	10,555	21,553	29	96	72	...	...	...	54,730	35,550	42,922	1,09,340	56,988	55,021	...	197	301	4,408*	10,352	6,742	1,09,340	56,988	55,039	N.-W. P. & O.
Punjab	...	171	...	...	...	...	...	...	...	15,721	10,051	21,581	28,747	32,495	53,269	115	5	19	6,043*	8,389	5,183	7,183	8,732	5,245	Punjab.
Central Provs.	...	...	...	8	...	...	1,080	2,035	766	1,080	2,206	766	1,068	338	43	72	3	2	...	...	...	513	13	48	Central Provs.
Berar	...	...	...	...	...	...	...	...	...	8	...	...	21	10	46	492	...	...	...	...	...	...	...	...	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I.	...	...	...	179	553	322	...	...	...	179	553	322	...	...	...	400	1,419	1,175	...	...	...	400	1,419	1,175	Raj. & C. I.
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	162	1	273	...	...	...	162	1	273	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL	70,422	46,276	64,457	659	4,135	2,907	1,877	5,250	1,545	72,958	55,661	68,909	1,39,176	89,831	1,08,379	3,240	8,556	8,230	10,451	18,741	11,925	1,52,867	1,17,128	1,28,534	TOTAL.

* Includes river traffic for August to December only, the statistics of the trade for the first seven months of 1891 not being available.

N.B.—The indigo figures entered in columns 17 and 20 under Bombay Town and Karachi represent the imports during the months of April to September 1891, the figures for the previous months not being available.

DEPARTMENT OF REVENUE AND AGRICULTURE,

Calcutta, the 1st March 1894.

E. C. BUCK,

Secretary to the Government of India.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, February 24th, 1894.

The rainfall of the week under review has been confined almost entirely to Bengal, Assam and the Hill Stations of the North-West Himalayas, the weather in all other parts of India continuing fine up to the morning of the 24th; the close of the week being marked by showery and unsettled weather over a large part of the country. There was a general fall of pressure on the 18th; but, as the fall had taken place pretty uniformly over the whole of India, the relative distribution was practically unchanged; and, with the exception of light showers of rain at Sibsagar, Darjeeling, in the North-West Himalayas, and snow at Gnatong, the weather continued quiet and fine. Rain continued in Assam on the 19th, but the distribution of pressure was more irregular,—with low pressure areas over the centre of the Peninsula and North Bihar,—and this irregularity of pressure was most accentuated on the 20th, causing rain at several stations in Bengal, the North-Western Provinces, and at Simla and Srinagar. By the 21st the depression had disappeared and the barometric distribution was more regular, though rain continued to fall in small amounts in Assam and Bengal, and snow at Gnatong; but on the morning of the 22nd a shallow depression appeared over Lower Bengal which gave heavier rain at several stations, and was followed by a rapid fall of pressure on the 23rd and a still further fall on the 24th, when the pressure was below the normal everywhere. This

caused showery and unsettled weather over a large part of the country, rain falling at many stations in Bengal, at Trevandrum in the south, snow at Gnatong, and rain and snow at several stations in the North-West Himalayas. The temperature during the week was a little in excess of the normal, the mean temperature for the whole country for the week being 1·5° greater than usual.

The chart of the 18th showed that there had been a brisk fall of pressure over the whole country, the readings being lower over Assam, and a slight local depression being apparent over South-West Bengal. Winds were south-westerly and westerly along the west side of the Bay, but elsewhere normal. Snow had fallen at Gnatong, and rain at Ranikhet, Mussooree, Chakrata and Sibsagar, the latter station receiving 1·10 of an inch. On the 19th the baro meter had risen over North-Eastern India, but had fallen still further elsewhere, causing an irregular distribution of pressure with areas of low pressure over North Bihar and the central parts of the country. Readings were below the normal average nearly everywhere. Winds were between north-westerly and northerly over North-West India and along a part of the west coast, and variable elsewhere. The only rainfall reported was from Assam; Silchar receiving 1·78 and Sibsagar 0·25 inch. On the 20th pressure had risen generally, and its distribution was fairly regular, decreasing steadily from the Himalayas to the south of the Bay, though the depression over the head of the Peninsula was still apparent. Rain was more general, showers being reported from Darjeeling, Western Bengal, the east of the North-Western Provinces and from Simla and Srinagar, while snow had fallen at Gnatong. The amounts, however, were in all cases small. Winds were fresh at Deesa and at a few stations on the coast, and were variable in direction everywhere except in Northern India and along the west coast where northerly winds prevailed. Pressure continued to rise on the 21st except over parts of Guzerat, Bihar, Burma and in the south where it had decreased slowly, showing an excess above the normal average over the whole of Northern India, Burmah and a large part of the Peninsula. Over the central parts of the country and in Rajputana and Guzerat, north-easterly and northerly winds prevailed, but elsewhere they were variable. Humidity had increased at many stations, and rain had fallen in Bengal, Assam, and snow at Gnatong. There was another fall of pressure on the 22nd giving rise to a slight depression over Bengal, and another over Bihar and Khandesh. Winds were irregularly cyclonic over Berar, northerly in Sind and Guzerat, and variable elsewhere. Thunderstorms and rain were reported from several stations in Bengal and from Seoni and Sambalpur in the Central Provinces; Chaibassa, Burdwan and Mymensingh each receiving about half-an-inch. On the 23rd there was a trifling increase of pressure over Berar, but in all other places there was a further fall causing considerable changes and an irregular distribution of pressure, with low pressure areas over the North-West of the Punjab, the Western Desert, the east of the Central Provinces and a large part of the Peninsula. Winds were very variable; and calms exceedingly numerous over Northern and Central India. Local showers of rain were reported from several stations, the heaviest being a fall of 1·31 inches at Sambalpur. With the exception of a slight increase in the extreme north-west of India the fall of pressure of the previous day continued on the 24th and the barometric readings were below the normal average everywhere, the abnormal deficiency exceeding 0·10″ over Sind,

Guzerat, Rajputana, the west of the North-Western Provinces and the centre of the Peninsula. Winds were again very variable. Showers of rain and falls of snow occurred over the North-Western Himalayas and Gnatong, and rain at several stations in Bengal, at Umballa, Trevandrum and Gopalpore. Dacca received 1·06″, and several stations about half-an-inch.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India:—

Province.	February 1894.							Mean variation of week.
	18th.	19th.	20th.	21st.	22nd.	23rd.	24th.	
	°	°	°	°	°	°	°	°
Burma	+1·9	+2·0	+2·2	+1·9	+2·3	+2·3	+0·7	+1·9
Bengal and Assam	+7·7	+5·2	+4·5	+1·1	+3·4	+2·0	+1·0	+3·6
North-Western Provinces and Oudh	+3·3	+1·3	+4·4	+2·0	+1·1	+0·2	−0·1	+1·7
Punjab	+1·8	+2·9	+0·5	+2·5	+3·7	+3·6	−0·7	+2·0
Bombay	+1·6	+0·5	−1·1	−0·6	+0·3	+0 2	−0·4	+0·1
Central Provinces and Berar	+4·7	+4·7	+3·2	+2·9	+3·0	+0·5	−1·3	+2·5
Central India and Guzerat	+0·7	+1·7	+0·2	+1·6	+1·1	−0·1	+1·3	+0·9
Sind and Rajputana	−1·4	+0·4	+1·5	+2·5	+2·5	+1·6	+3·4	+1·5
Madras	−0·6	−0·9	−1·0	−0·5	−0·7	−0·1	+0·9	−0·4
Mean for whole of India	+2·2	+2·0	+1·6	+1·5	+1·9	+1·1	+0·5	+1·5

The mean temperature of the whole of India exceeded the normal average on each day of the week, the greatest excess being 2°·2 and 2°·0 on the 18th and 19th, while the 24th was nearly normal showing an excess of only 0·5. In Madras the mean temperature for the week was slightly in defect; but in all other provinces it was in excess, the greatest excess being that of 3°·6 in Bengal and Assam. In Burma, Bengal and Assam the heat was excessive on every day of the week, the excess over normal amounting to as much as 7°·7 in Bengal and Assam on the 18th.

Rainfall.—As noticed above, the rainfall for the week has been confined almost entirely to Bengal, Assam and the Punjab. There have been showers in the North-Western Provinces, the Central Provinces, in Travancore, and the north of the East Coast, but they have mostly been local and small in amount. The rainfall table at the close shows that of the 53 rainfall divisions, 24 received rain during the week, while in the remaining 29 no rain fell. The heaviest average rainfalls were those of 1·33 in Assam (Brahmaputra), 0·98 in Assam (Surma), and 0·96 in Chota Nagpur. Three other divisions in Bengal received about half-an-inch. In all the remaining divisions the rainfall was less than half-an-inch, and in the case of 12 of them did not exceed one-tenth. In the whole of Burma, Bombay and Malabar Coast Districts (except Malabar), in Bombay (north), Rajputana and Central India, and in Madras (except East Coast, North), there was absolutely no rain during the week. The third column of the table shows that the rainfall of the week was heavier than usual in Bengal and Assam; and, with the exception of Malabar, the Central and East Divisions of the Central Provinces and the East Coast (North) of Madras, where it was also in excess, below the average in all other Provinces.

For the period 31st December to 24th February the rainfall has been excessive in the whole of the North-Western Provinces, Rajputana and Central India, in four divisions of the Bombay and Malabar Coast Districts, in Sind, and in all the divisions of Madras with the exception of Hyderabad (South), Madras (South) and East Coast (North).

The more important total amounts received during the week are as follow:—at Raipur (Bankura) 6·74 inches; at Nemotha (Cachar) 2·90 inches; at Ukhimath (Garhwal) 2·07 inches; at Aska (Ganjam) 2·05 inches; and at Nadia 1·65 inches.

Province.	Division.	Rainfall data for week ending 24th February 1894.			Rainfall data from 31st December to 24th February 1894.		
		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, 31st December to 24th February.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0·07	—100
	Lower Burma	0	0·02	—0·02	0	0·30	—100
	Central ditto	0	0·01	—0·01	0·09	0·21	— 57
	Upper ditto	0	?	?	0	?	?
	Arakan	0	0·07	—0·07	0	0·18	—100
Bengal and Assam	Eastern Bengal	0·42	0·11	+0·31	0·42	1·51	— 72
	Assam (Surma)	0·98	0·26	+0·72	0·98	2·16	— 55
	Ditto (Brahmaputra)	1·33	0·20	+1·13	1·87	1·98	— 6
	Deltaic Bengal	0·49	0·12	+0·37	0·49	1·51	— 68
	Central ditto	0·49	0·08	+0·41	0·49	1·18	— 58
	North ditto	0·32	0·09	+0·23	0·54	1·05	— 49
	Orissa	0	0·17	—0·17	0·01	1·18	— 99
	Chota Nagpur	0·96	0·08	+0·88	0·97	1·41	— 31
	Bihar (South)	0·05	0·05	0	0·72	1·08	— 33
	Ditto (North)	0·05	0 04	+0·01	0·46	1·07	— 57
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·02	0·05	—0·03	1·46	1·00	+ 46
	North-Western Provinces (Submontane) (a).	0·04	0·07	—0·03	1·68	0·95	+ 77
	Oudh (South)	0	0·04	—0·04	2·43	0·99	+145
	Ditto (North)	0·01	0·04	—0·03	2·08	1·14	+ 83
	North-Western Provinces (Central).	0·02	0·04	—0·02	2·09	0·78	+168
	North-Western Provinces (West).	0	0·08	—0·08	2·50	0·93	+169
	North-Western Provinces (Submontane) (b).	0·03	0·23	—0·20	3·83	2·78	+ 38
Punjab	Punjab (South)	0	0·13	—0·13	2 94	1·01	+191
	Ditto (Central)	0	0·08	—0 08	3·32	1·11	+199
	Ditto (Submontane)	0·10	0·25	—0·15	5·54	2 61	+109
	Ditto (Hill Districts)	0·13	0·89	—0·76	13·93	6·16	+126
	Ditto (North-West)	0·15	0·31	—0·16	7·29	2·99	+144
	Ditto (West)	0·02	0·07	—0·05	1·45	0·91	+ 59
Bombay and Malabar Coast Districts (Madras).	Malabar	0·12	0·04	+0·08	0·52	0·49	+ 6
	Madras (South Central)	0	0·03	—0·03	1·13	0·37	+206
	Coorg	0	0 02	—0·02	0	0·36	—100
	Mysore	0	0·02	—0·02	0·07	0·10	— 30
	Konkan	0	0	0	0·02	0·09	— 78
	Bombay Deccan	0	0·01	—0·01	0·34	0·07	+386
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·04	—0·04	0·54	0·16	+238
Central Provinces and Berar.	Berar	0	0·02	—0·02	0·24	0·54	— 56
	Central Provinces (West)	0·01	0·09	—0·08	0·26	0·70	— 63
	Ditto ditto (Central)	0·10	0·09	+0·01	0·85	0·86	— 1
	Ditto ditto (East)	0·39	0·07	+0·32	0·41	0·83	— 51
Bombay (North)	Guzerat	0	0·01	—0·01	0·02	0·09	— 78
	Kathiawar	0	0	0	0·01	0·10	— 90
	Sind	0	0·05	—0·05	2·15	0·65	+231
Rajputana and Central India.	Central India (East)	0	0·11	—0·11	0·61	0·60	+ 2
	Rajputana (East), Central India (West).	0	0·12	—0·12	0·85	0·37	+130
	Rajputana (West)	0	0·12	— 0·12	0·70	0·44	+ 59
Madras	East Coast (North)	0·16	0·06	+0·10	0·34	0·47	— 28
	Ditto (ditto) (a)	0·05	0·02	+0·03	0·20	0·16	+ 25
	Hyderabad (South)	0	0·05	—0 05	0·06	0·28	— 79
	Madras (Central)	0	0·02	—0·02	0·18	0·07	+157
	East Coast (Central)	0	0·03	—0·03	0·68	0·50	+ 36
	Ditto (South)	0	0·04	—0·04	1·66	0·84	+ 98
	Madras (South)	0	0·14	—0·14	0·81	1·12	— 28

W. A. BION,
Acting Assistant Meteorological Reporter to the Government of India.

Simla, the 1st March, 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 3rd March.*—Showers in parts of Ganjam and Vizagapatam; no rain elsewhere. Agricultural prospects favourable. Harvest continues with average outturn. Standing crops generally fair. Pasture scarcer, but fodder sufficient. Prices generally slightly easier or stationary, but still exceptionally high in all the southern districts.

Bombay.—*For week ending 7th March.*—Rain in parts of Sind and in two districts of the Presidency Proper. Standing crops damaged by frost, rust, blight, insects, rats, unseasonable rain or cloudy weather in parts of six districts; prospects otherwise good. Reaping of late crops progressing in fifteen districts. Lands being prepared for next season in four districts. Cotton-picking continues in six districts. Fodder and water sufficient except in parts of one district. Agricultural stock good. Prices steady except in two districts.

Bengal.—*For week ending 3rd March.*—Stormy weather prevailed over the greater part of the province. The rain has facilitated ploughing of lands for the autumn Crops. In parts of East Bengal, where the rainfall was heavy and accompanied with hail, some damage was done to the crops. Elsewhere the rain has proved beneficial. The spring crops are being harvested with prospects, on the whole, of a good outturn. The collection of opium is in progress, but the cloudy weather of the week was somewhat unfavourable to lancing operations. Cattle are generally reported well except in East Kolhan in the Singhbum district. The supply of fodder and water is sufficient in all districts. The price of common rice is steady. The numbers in receipt of gratuitous relief in the MADARIPUR SUB-DIVISION during the week were 10 men, 37 women, and 17 children, total 64 against 70 in the previous week.

North-Western Provinces and Oudh.—*For week ending 7th March.*—Weather unsettled with light rain in most districts. Slight injury to crops by rain reported from Bareilly, Moradabad, and Saharanpur, and by rust from Banda; prospects are, however, good. The poppy crops are flourishing, and opium collections are in progress. Supplies are ample, and prices generally steady.

Punjab.—*For week ending 7th March.*—Rain has fallen in all districts, except Umballa. Irrigation of spring crops and sowings of extra spring crops in progress. Land is being prepared for autumn crops. Sowings of cotton commenced. Sugarcane juice being expressed. The standing crops are promising and are in good condition. Prospects are generally good, but a spell of sunny weather is now required. Crops have been injured by field rats in parts of Lahore. Cattle are generally in good condition, and fodder is sufficient throughout the province. The poppy crop is flourishing. Prices falling in five districts; stationary elsewhere.

Central Provinces.—*For week ending 7th March.*—Wheat-harvesting in full progress. Outturn very bad in Saugor and Damoh, and poor in Jubbulpore. In Hoshangabad where prospects are more favourable than further north, the outturn is disappointing. In the Nagpur and Chhattisgarh districts the wheat crop has fared better, and it is the linseed crop that has suffered most from rust. There have been hail-storms in places which have caused local damage. Prices rising in Saugor.

Burma.—*For week ending 3rd March.*—Slight storms in eight districts. In Lower Burma harvesting of the main paddy crops has been completed almost everywhere. In Upper Burma monsoon crops harvested, and dry-weather paddy and other crops being sown and progressing favourably. Standing crops throughout in good condition. Fodder and water-supply sufficient. The price of paddy has fallen in Amherst, Bhamo and Kyaukse, and the Southern Shan States; it has risen slightly in Pakokku. Prices are below normal in all places except Tavoy, Sandoway, and also, it is believed, in Kyaukpyu.

Assam.—*For week ending 6th March.*—Weather rainy. Early rice-ploughing and sugarcane-pressing continue. Mustard-gathering nearly finished. Condition of cattle good. Fodder and water ample.

Mysore and Coorg.—*For week ending 7th March.*—MYSORE: Standing crops in good condition. *Ragi* (*Eleusine coracana*) harvested in the Bangalore district. Rice harvested in the Mysore district, and sown in parts of the Bangalore, Tumkur, and Shimoga districts. Prices fallen in one district, and risen in another.

COORG: Rainfall slight. Threshing of rice still continues in some parts. Picking of coffee completed except on a few European estates. Forage and water for cattle becoming scarce. Prices stationary.

Berar and Hyderabad.—*For week ending 7th March.*—BERAR: Weather warm. Standing crops in thriving condition. Threshing of spring crops in progress in Akola and nearly completed in Wun. Preparation of land for ensuing crop commenced in parts of the Wun district. Fodder and water ample. Prices of wheat and *jowar* (*sorghum vulgare*) fallen slightly in two taluks.

HYDERABAD:—Rainfall moderate during the week. Harvesting of hot-weather crops continues. Cutting of spring crops commenced. Prices steady.

Rajputana.—*For week ending 7th March.*—Slight rain in Abu and Jeypore. Agricultural operations, standing crops, and cattle satisfactory. Prospects generally good. Pasturage or fodder sufficient. Prices falling in five States, rising in one, fluctuating in two, and steady elsewhere.

Central India.—*For week ending 7th March.*—Slight rain during the week in Gwalior, Bundelkhand, and Neemuch. Condition of standing crops is bad in Bundelkhand, and indifferent in parts of Gwalior; fairly good in other Agencies. Pasturage generally in good condition except in some districts of Gwalior. Prices of food-grains rising in Bundelkhand and in some districts of Gwalior; steady in other Agencies. Opium slightly damaged by cloudy weather in Bhopawar and the Neemuch district; condition good in other Agencies.

Kashmir.—*For week ending 6th March.*—Continuous rain throughout the province. Spring crops flourishing. Prices falling.

Nepal.—*For week ending 3rd March.*—Weather cloudy. Prospects fair.

M. FINUCANE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 25TH FEBRUARY 1893, AND FROM 1ST JANUARY TO 24TH FEBRUARY 1894.

N.B.—As regards the figures in column *Total Receipts from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1893.	Week ending 25th February 1893.			Week ending 24th February 1894.			Earnings from 1st January to 25th February 1893.	Earnings from 1st January to 24th February 1894.	Increases during the 1st half of 1894.	Decreases during the 1st half of 1894.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	619	1,634	10,13,036	620	1,634	11,65,411	713	80,47,639	90,72,239	10,24,600	...
Bengal-Nágpur	180	803	1,73,881	201	862	1,75,102	203	12,19,184	12,48,617	29,433	...
Indian Midland	145	752	1,11,787	149	752	1,14,519	152	9,12,919	9,56,481	43,562	...
Bezwada Extension	96	21	3,204	153	21	1,077	51	19,014	10,940	...	8,074
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,12,855	302	1,699	5,52,810	325	40,06,155	41 28,986	1,22,831	...
South Indian	157	1,043	1,55,245	149	1,043	1,42,108	136	12,12,103	9,87,937	...	2,24,166
Southern Mahratta (*b*)	109	1,107	1,17,944	107	1,104	1,16,211	100	8,49,069	8,52,359	3,290	...
Bengal and North-Western (*c*)	162	756	1,25,763	166	756	1,33,040	176	9,14,797	9,07,300	...	7,437
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	214	18,234	85	223	21,792	98	1,28,434	1,52,667	24,233	...
Pálanpur-Deesa	...	...	...	...	16	710	44	...	6,096	6,096	...
TOTAL	272	8,089	22,31,949	276	8,170	24,22,780	297	1,73,09,314	1,83,23,682	10,14,368	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	6,26,447	250	2,509	7,03,147	280	42,19,274	48,03,664	5,84,390	...
Oudh and Rohilkhand (state)	272	692	1,74,803	253	740	2,29,689	310	13,90,335	15,42,440	1,52,105	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	2,14,989	277	813	3,25,050	400	16,20,282	21,20,060	4,99,778	...
Bengal Central (*e*)	120	125	15,910	127	125	14,630	117	1,24,065	1,17,790	...	6,275
East Coast (state)	55	78	(*f*) 2,214	28	266	20,581	77	(*f*) 2,214	1,44,608	1,42,394	...
Metre gauge—											
Burma (state)	224	715	2,53,208	354	730	2,13,302	292	15,32,805	12,58,588	...	2,74,217
Special gauges—											
Jorhát (state provincial)	46	28	983	35	28	755	27	8,052	7,930	...	122
Cherra-Companyganj (state provincial)	58	8	525	66	8	428	54	3,934	3,628	...	306
TOTAL	231	4,932	12,89,079	261	5,219	15,07,582	289	89,00,961	99,98,708	10,97,747	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	10,38,732	697	1,490	10,40,901	699	71,35,712	77,18,628	5,82,916	...
Bombay, Baroda and Central India	765	461	3,10,759	674	461	3,54,000	768	23,21,500	24,21,108	99,548	...
Madras	242	840	2,16,904	258	840	1,86,094	222	10,27,648	14,49,565	...	1,78,083
TOTAL	525	2,791	15,66,395	561	2,791	15,80,995	566	1,10,84,920	1,15,89,301	5,04,381	...
TOTAL (GUARANTEED AND STATE)	304	15,812	50,87,423	322	16,180	55,11,357	341	3,72,95,195	3,99,11,691	26,16,496	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	20,603	128	161	24,363	151	1,59,380	1,71,924	12,544	...
Tarkessur	277	22	5,281	240	22	7,386	336	48,035	48,955	320	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	4,710	70	67	9,376	140	34,198	71,364	37,166	...
Dibru-Sadiya	126	78	10,426	134	78	10,149	130	74,556	76,587	2,031	...
TOTAL	142	328	41,020	125	328	51,274	156	3,16,769	3,68,830	52,061	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	63,733	191	333	66,079	198	4,53,317	4,32,583	...	20,734
The Gaekwar's Petlád	103	13	1,185	91	13	1,310	101	10,578	8,180	...	2,398
Rájpura-Bhátinda	124	108	12,176	113	108	15,106	140	89,424	91,722	2,298	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	38,010	115	362	32,025	88	2,68,457	2,30,704	...	37,753
The Gaekwar's Mehsána	80	93	7,437	80	93	8,070	87	54,720	01,671	6,951	...
Kolhapur	83	29	2,995	103	29	2,244	77	20,901	13,179	...	7,722
Special gauge—											
The Gaekwar's Dabhoi	82	72	4,965	69	72	6,550	91	39,623	38,040	...	1,583
TOTAL	125	979	1,30,501	133	1,010	1,31,384	130	9,37,020	8,76,079	...	60,941
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	43,427	130	334	45,963	138	3,26,907	3,04,091	...	22,816
Jetalsar-Rájkot	24	...	...	...	46	3,320	72	...	21,182	21,182	...
Jodhpur-Bickaneer	53	291	17,397	60	364	44,000	121	1,42,952	2,15,480	72,528	...
Special gauge—											
Morvi	70	94	6,108	65	94	8,020	85	50,419	53,156	2,737	...
TOTAL	93	719	66,932	93	838	1,01,303	121	5,20,278	5,93,909	73,631	...
GRAND TOTAL	282	17,838	53,25,876	299	18,356	57,95,318	316	3,90,69,262	4,17,50,509	26,81,247	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Includes earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

CALCUTTA,
The 9th March, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLV OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st Abril 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 25th February 1893.			Week ending 24th February 1894.			Earnings from 1st April 1892 to 25th February 1893.	Earnings from 1st April 1893 to 24th February 1894.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by Companies.											
Standard gauge—											
East Indian	580	1,634	10,13,036	620	1,634	11,65,411	713	4,41,90,551	4,59,03,835	17,13,284	...
Bengal-Nágpur	140	863	1,73,881	201	862	1,75,102	203	52,16,665	55,82,061	3,65,406	...
Indian Midland	129	752	1,11,787	149	752	1,14,519	152	45,02,433	45,65,578	63,145	...
Bezwada Extension	80	21	3,204	153	21	1,077	51	90,977	89,539	...	1,438
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,12,855	302	1,699	5,52,810	325	2,00,67,179	2,02,20,972	1,53,793	...
South Indian	139	1,043	1,55,245	149	1,043	1,42,108	136	71,00,224	70,24,311	...	75,913
Southern Mahratta (*b*)	87	1,107	1,17,944	107	1,164	1,16,211	100	41,78,483	53,22,873	11,44,390	...
Bengal and North-Western (*c*)	137	756	1,25,763	166	756	1,33,040	176	47,53,112	46,53,198	...	99,914
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	214	18,234	85	223	21,792	98	6,14,509	6,60,072	45,563	...
Pálanpur-Deesa	...	...	...	...	16	710	44	...	(*d*) 10,488	10,488	...
TOTAL	243	8,089	22,31,949	276	8,170	24,22,780	297	9,07,14,123	9,40,32,927	33,18,804	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	6,26,447	250	2,509	7,03,147	280	2,27,65,447	2,67,47,551	39,82,104	...
Oudh and Rohilkhand (state)	235	692	1,74,803	253	740	2,29,689	310	75,14,689	78,71,839	3,57,150	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,14,989	277	813	3,25,050	400	1,08,25,265	1,16,78,719	8,53,454	...
Bengal Central (*f*)	120	125	15,910	127	125	14,630	117	7,00,844	6,97,808	...	3,036
East Coast (state)	...	78	(*h*) 2,214	28	266	20,581	77	(*h*) 2,214	(*g*) 5,81,754	5,79,540	...
Metre gauge—											
Burma (state)	194	715	2,53,208	354	730	2,13,302	292	62,71,065	54,91,560	...	7,79,505
Special gauges—											
Jorhát (state provincial)	46	28	983	35	28	755	27	61,276	64,466	3,190	...
Cherra-Companyganj (state provincial)	47	8	525	66	8	428	54	17,233	20,078	2,845	...
TOTAL	217	4,932	12,89,079	261	5,219	15,07,582	289	4,81,58,033	5,31,53,775	49,95,742	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	513	1,490	10,38,732	697	1,490	10,40,901	699	3,53,52,508	3,48,77,941	...	4,74,567
Bombay, Baroda and Central India	605	461	3,10,759	674	461	3,54,000	768	1,27,50,347	1,34,09,281	6,58,934	...
Madras	226	840	2,16,904	258	840	1,86,094	222	88,47,506	92,82,180	4,34,674	...
TOTAL	442	2,791	15,66,395	561	2,791	15,80,995	566	5,69,50,361	5,75,69,402	6,19,041	...
TOTAL (GUARANTEED AND STATE)	271	15,812	50,87,423	322	16,180	55,11,357	341	19,58,22,517	20,47,56,104	89,33,587	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	20,603	128	161	24,363	151	9,85,833	11,14,272	1,28,439	...
Tárkessur	252	22	5,281	240	22	7,386	336	2,59,410	2,53,891	...	5,519
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	4,710	70	67	9,376	140	3,72,340	4,17,179	44,839	...
Dibru-Sadiya	123	78	10,426	134	78	10,149	130	4,50,112	4,64,181	14,069	...
TOTAL	135	328	41,020	125	328	51,274	156	20,67,695	22,49,523	1,81,828	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	63,733	191	333	66,079	198	23,98,748	24,31,182	32,434	...
The Gaekwar's Petlád	96	13	1,185	91	13	1,310	101	57,494	54,124	...	3,370
Rájpura-Bhátinda	92	108	12,176	113	108	15,106	140	4,78,044	6,17,044	1,39,000	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	94	331	38,010	115	362	32,025	88	13,69,133	15 53,072	1,83,939	...
The Gaekwar's Mehsána	59	93	7,437	80	93	8,070	87	2,40,531	3,00,329	53,798	...
Kolhápur	67	29	2,995	103	29	2,244	77	89,890	99,385	9,495	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	4,965	69	72	6,550	91	2,20,487	2,17,540	...	2,947
TOTAL	107	979	1,30,501	133	1,010	1,31,384	130	48,60 327	52,72,676	4,12,349	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	43,427	130	334	45,963	138	15,26,207	17,91,692	2,65,485	...
Jetalsar-Rájkot	...	...	...	...	46	3,320	72	...	(*k*) 1,29,349	1,29,349	...
Jodhpur-Bickaneer	60	291	17,397	60	364	44,000	121	8,23,445	8,72,849	49,404	...
Special gauge—											
Morvi	65	94	6,108	65	94	8,020	85	2,87,840	2,96,091	8,251	...
TOTAL	80	719	66,932	93	838	1,01,303	121	26,37,492	30,89,981	4,52,489	...
GRAND TOTAL	251	17,838	53,25,876	299	18,356	57,95,318	316	20,53,88,031	21,53,68,284	99,80,253	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from 8th November 1893 to 24th February 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Includes earnings of the Bezwada-Godávari section from the 1st April 1893, and of the Godávari-Vizianagram section and the Cocanada and Vizagapatam branches from the date of opening, *viz.*, 15th July, 1893.
(*h*) Total earnings, Bezwada-Godávari section, from date of opening, *viz.*, the 20th February, 1893.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April 1893 to 24th February 1894.

CALCUTTA,
The 9th March, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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*).		Maizr (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firrwood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 10	10 10	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 12	256 12	12 0	12 0
Tavoy	...	...	...	...	12 6	11 13	14 0	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	10 14	10 14
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	...	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 6	11 3	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 7	14 7
Bassein	...	...	...	...	11 14	11 14	15 14	15 14	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	11 9	11 9	13 7	13 7	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	13 9	14 4	13 9	14 4	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	14 5	14 5	20 6	20 6	...	...	...	...	...	...	...	...	14 14	10 13	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	14 9	13 3	16 8	14 14	...	...	...	...	...	...	...	...	12 6	11 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	22 5	16 12	...	...	12 12	12 12	19 11	19 11	...	...	...	...	...	...	...	...	16 0	14 4	25 0	28 3	8 10	8 10	245 0	245 0	11 9	12 14
Upper Burma—																										
Mandalay	24 0	23 1	...	...	13 1	11 8	14 6	12 0	28 7	26 15	...	...	...	...	...	...	13 7	12 5	28 10	28 7	10 0	9 13	82 0	82 0	16 0	15 2
Bamo	...	...	...	...	7 3	7 3	9 0	9 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 3	182 0	182 0	9 10	9 10
Pakôkku	...	...	...	...	9 0	9 0	11 0	11 0	32 0	32 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	13 7	13 7	14 4	14 4	...	...	...	...	...	...	...	...	13 0	11 0	34 3	34 3	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	14 6	13 1	16 9	16 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	16 12	12 14
Kyaukpyu	...	...	...	...	8 4	7 11	9 3	8 8	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	15 12	15 12
Akyab	...	...	...	...	11 8	11 0	13 8	13 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	250 0	250 0	12 8	12 8
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 5	8 12	10 0	9 10	...	...	...	...	...	...	...	...	14 8	11 6	...	...	...	...	...	...	9 8	8 14
Cachar	7 12	8 8	...	...	6 14	7 4	10 0	9 12	...	...	...	...	...	...	...	...	12 8	11 8	...	...	...	...	80 0	80 0	8 4	8 8
Khási and Jaintia Hills	6 0	6 0	...	...	4 3	4 3	5 3	5 3	...	...	...	...	...	...	...	...	7 7	7 7	10 0	10 0	...	...	80 0	80 0	6 0	6 0
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 8	6 8	11 8	11 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	110 0	110 0	9 0	9 0
Kámrúp	8 8	8 0	...	...	8 0	8 0	11 0	11 8	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	40 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	7 0	7 2	12 0	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 8	9 0
Nowgong	...	...	...	...	8 0	6 8	13 0	12 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 8	8 8
Sibságar	...	...	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	140 0	140 0	9 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	12 0	10 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 0	4 0	6 0	5 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	...	...	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	10 0	10 0
Noakhali	...	...	...	...	10 0	11 0	11 4	12 6	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	...	...	6 8	8 0
Chittagong	11 8	11 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	9 8	9 8
Tippera	10 0	10 0	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 8	11 0	...	...	9 10	9 10
Dacca	11 8	11 8	...	...	8 8	8 8	10 0	10 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	120 0	140 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	12 8	13 0	100 0	100 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	10 0	10 0	11 0	11 8	...	...	...	...	...	...	...	...	12 0	11 0	...	...	11 0	12 0	160 0	160 0	9 0	9 0
24-Parganas	13 8	13 8	17 0	17 0	8 0	8 0	12 12	12 8	16 0	16 0	...	...	...	...	8 0	8 0	21 0	20 0	17 0	18 0	21 0	21 0	160 0	160 0	10 8	10 8
Midnapore	11 0	11 0	...	...	10 0	10 0	15 0	16 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 8	18 8	100 0	100 0	10 4	10 4
Howrah	...	...	...	...	11 0	12 5	12 12	13 0	...	...	...	...	...	...	...	...	...	...	...	...	11 10	12 0	200 0	200 0	10 0	10 0
Calcutta	13 3	12 10	16 0	14 14	7 8	7 7	10 0	10 0	20 0	18 12	16 0	...	...	...	8 6	8 6	14 14	14 14	21 4	20 0	19 4	18 13	105 0	105 0	11 0	11 0
Hooghly	14 4	14 0	20 8	14 0	8 4	8 0	11 0	10 12	...	...	...	...	...	...	...	...	15 0	15 12	...	...	12 8 and 18 3	10 8	85 0	85 0	11 0	11 0
Nadia (Krishnagar)	20 0	19 6½	22 13½	22 13½	8 0	8 0	12 4½	13 5	...	...	...	...	...	...	...	...	24 9	26 10	...	...	20 0	20 0	160 0	120 0	10 0	12 12
Jessore	11 0	12 4	13 4	...	8 8	8 8	12 0	13 0	...	...	...	...	...	...	...	...	12 8	13 0	...	...	20 0	20 0	128 0	128 0	9 12	9 12
Faridpur	16 0	16 0	18 0	18 0	7 0	7 0	11 8	11 8	...	...	...	...	...	...	...	...	11 0	11 0	...	...	20 0	16 0	120 0	120 0	10 0	10 0
Central—																					...	...	200 0	120 0	9 0	9 0
Bankura	16 3	16 0	...	...	13 12	13 12	15 0	17 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	15 8	15 8	320 0	320 0	10 13	10 0
Burdwan	15 0	14 14	...	...	13 2	12 0	14 8½	15 0	...	...	...	...	...	...	...	...	17 0	21 0	...	...	22 13	20 0	80 0	91 8	11 0	10 8
Birbhum	9 12	10 8	...	...	12 0	13 8	15 12	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 8	13 8	200 0	200 0	11 0	11 0
Murshidabad	14 0	14 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Sonthal Parganas	12 8	12 8	...	...	11 8	11 8	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	21 0	21 0	22 0	23 8	130 0	120 0	10 0	10 0
Pabna	18 12	18 0	22 8	22 8	6 0	6 0	12 6	11 8	...	...	...	...	...	...	...	...	17 0	15 0	...	...	21 0	22 8	200 0	200 0	9 12	9 12
Bogra	13 8	12 0	...	...	9 12	7 8	13 8	13 8	...	...	...	...	...	...	...	...	15 15	14 4	...	...	...	...	90 0	90 0	8 10	8 10
Rajshahi	16 8	16 8	21 0	22 8	11 4	11 4	12 12	12 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	20 10	20 12	240 0	240 0	9 0	9 0
Malda	17 0	18 0	...	...	10 0	10 0	15 0	15 0	...	...	16 0	16 0	...	...	13 0	13 0	16 0	16 0	24 0	25 0	12 0	13 0	120 0	120 0	9 0	9 0
Northern—																										
Rangpur	12 14	12 14	...	...	9 0	8 9	13 4	12 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	10 0	10 0	60 0	60 0	9 0	9 0
Dinajpur	14 6	14 6	...	12 8	10 12	12 0	14 6	14 6	...	...	...	...	...	...	...	...	16 2	15 9	...	...	...	...	120 0	160 0	10 0	10 0
Jalpaiguri	13 0	13 4	13 0	13 0	9 0	9 0	13 0	13 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	7 14	7 14	17 2	17 2	...	...	...	...	...	...	...	...	14 7	18 6	...	...	17 12	18 6	80 0	80 0	10 8	1 8
Cuttack	14 7	13 2	...	...	10 8	10 8	17 1	16 7	...	...	...	...	...	...	...	...	17 12†	16 7†	...	...	21 0	21 0	80 0	80 0	9 4	4
Balasore	16 0	16 0	8 0	8 0	12 0	12 0	18 0	19 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	130 0	130 0	10	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	11 0	12 0	15 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	13 5	16 0	16 0	11 0 to 12 8	11 0 to 13 0	15 12 to 17 0	15 0 to 17 8	...	...	...	...	...	...	...	...	16 0 to 18 0	17 0	28 0	32 0	19 0	20 0	...	...	9 2	9 2
Lohardaga	9 0 to 12 0	8 0 to 12 0	12 0	15 0	13 0 to 14 0	13 0 to 14 0	16 0 to 17 0	16 0 to 17 0	...	...	28 0	27 0	...	...	...	...	14 0 to 16 0	14 0 to 15 0	20 0	18 0	19 0	18 0	160 0	160 0	9 0	9 8
Palámau	12 6	13 8	23 10	23 10	11 4	10 12	15 3	16 14	...	...	...	...	...	...	...	...	19 2	19 6	23 10	23 10	...	...	...	...	8 11½	8 11½
Hazáribágh	12 0	12 8	16 0	15 0	8 0	8 0	13 0 and 15 0	14 8 and 15 0	...	...	23 0	22 0	...	...	...	...	16 0	16 0	18 0	17 0	18 0	18 0	240 0	240 0	9 0	9 0

Figures verified.

† Kalai.

(*a*) Not stated.

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.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south— Monghyr	14 0 to 16 0	17 14	16 0 to 18 5	15 12	9 8	13 2	14 6	15 12	...	...	...	...	...	...	14 9	13 10	18 10 to 21 0	28 6	16 12 to 18 14	22 1	17 13 to 18 14	21 0	126 0 to 148 0	126 0 to 168 0	10 8	10 4
Gaya	13 8	15 0	20 4	20 4	11 0	11 0	16 0	17 8	20 0	20 4	...	...	...	...	17 0	17 0	22 0	22 0	25 0	25 0	21 0	21 0	120 0	120 0	9 12	9 12
Patna	16 0 and 17 0	17 0 and 18 0	26 0	28 0	11 0	11 0	18 0	18 0	19 0	...	16 0	...	...	...	20 0	20 0	28 0	28 0	20 0	25 0	27 0	27 0	130 0	130 0	11 0	11 0
Shahabad	14 0	14 0	20 0	20 0	8 0	8 0	15 0	16 0	...	...	...	...	...	...	...	...	22 0	22 0	18 0	19 0	20 0	20 0	120 0	130 0	10 8	10 4
Bihár, north—																										
Purnea	18 0	18 0	...	...	13 0	14 0	16 0	14 0	..	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
Bhágalpur	16 6	17 8	20 0	20 0	13 4	13 12	16 6	16 4	...	...	...	...	...	...	...	...	20 3	21 0	25 0	25 0	20 3	20 0	125 4	151 8	10 0	10 0
Darbhanga	16 8	16 8	15 6	18 11	13 0	13 0	16 9	16 8	...	...	...	...	19 12	24 3	22 0	8 12	26 7	24 3	18 11	20 14	22 0	23 1	166 0	176 0	11 0	11 0
Muzaffarpur	13 8	13 8	20 0	19 8	8 0	8 0	15 0	15 8	...	...	...	...	19 0	19 0	...	...	21 0	20 8	20 0	20 0	21 8	21 0	160 0	160 0	11 0	11 0
Saran	14 0	15 0	16 0	20 0	11 0	12 0	15 0	17 0	...	...	...	...	22 0	22 0	18 0	18 0	22 0	24 0	19 8	20 4	23 0	24 8	200 0	200 0	10 0	9 12
Champaran	13 0	11 8	...	...	8 8	8 8	19 0	18 0	...	...	...	...	...	24 0	...	...	21 4	22 12	18 4	20 4	23 0	22 12	180 0	180 0	10 8	10 4
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	19 0	19 0	8 0	8 0	12 0	12 0	20 0	20 0	21 0	21 0	18 0	18 0	11 0	11 0	20 0	20 0	20 0	20 0	22 0	22 0	80 0	80 0	10 0	10 0
Benares	15 14	15 7	20 5	20 5	9 14	9 14	13 4½	13 2½	21 3	20 1	20 1	20 3	...	...	15 11½	15 11½	21 4	21 4	22 4	22 4	19 14½	19 4	110 0	105 0	9 6	9 6
Ghazipur	14 0	14 0	18 0	20 0	7 12	7 12	11 12	11 12	20 0	21 4	19 0	20 0	...	...	16 0	18 8	20 0	20 0	20 8	20 0	20 0	20 0	160 0	160 0	9 14	9 14
Jaunpur	15 0	15 0	19 8	20 8	7 0	7 0	12 0	12 0	...	...	21 8	21 0	...	...	...	...	19 0	19 8	...	...	22 8	22 8	170 0	170 0	10 0	10 0
Allahabad	14 6	13 12	21 4	20 4	10 0	10 8	13 8	13 8	24 0	23 0	22 8	22 0	...	...	21 0	18 8	23 8	22 8	...	...	20 8	20 8	87 14	84 0	9 8	9 12
Central—																										
Bánda	14 0	14 0	...	18 0	7 8	7 8	13 0	14 0	30 0	30 0	25 0	25 0	...	...	...	...	27 0	26 0	...	...	26 0	25 0	160 0	160 0	9 8	9 8
Fatehpur	14 12	14 4	21 0	20 0	7 0	7 0	14 8	15 0	26 0	25 0	23 8	23 8	...	...	...	...	25 0	24 0	...	...	25 0	24 0	160 0	160 0	9 8	9 8
Hamírpur	15 8	16 4	18 0	18 0	7 8	7 8	12 10	12 0	28 0	29 0	25 0	25 0	...	...	...	...	30 6	29 0	...	...	...	27 0	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	21 0	21 0	9 0	9 0	10 0	10 0	24 0	24 0	21 0	21 0	...	...	16 0	16 0	25 0	25 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	18 0	18 0	26 0	26 0	7 0	7 0	13 0	13 0	26 0	25 0	23 8	24 8	...	...	19 8	19 8	26 0	26 0	26 0	27 0	24 8	24 0	120 0	120 0	11 8	11 8
Etáwah	16 4	15 13	23 8	23 8	5 0	5 0	14 0	14 0	24 8	24 12	24 4	24 4	24 0	24 0	16 0	16 0	25 8	24 8	24 4	24 4	26 0	26 0	140 0	140 0	11 0	10 12
Farukhabad	15 0	15 0	23 0	22 8	5 4	5 4	6 4	6 4	21 0	21 0	23 8	22 8	...	...	...	...	23 12	23 12	25 0	25 0	23 8	22 8	130 0	130 0	10 0	10 0
Mainpuri	17 8	17 4	23 4	23 8	4 8	4 8	11 0	11 0	23 12	24 0	22 12	22 12	...	...	...	...	27 0	27 0	25 8	26 0	26 0	25 8	160 0	160 0	10 0	10 0
Etah	18 8	18 8	25 8	25 8	6 0	6 0	11 8	10 8	24 8	24 8	22 8	21 8	20 8	20 8	10 8	10 8	22 8	22 8	27 8	27 8	16 8	15 8	100 0	100 0	10 0	10 0
Western—																										
Jhánsi	17 4	17 4	17 12	22 0	7 8	7 4	12 12	12 12	25 8	23 0	22 12	22 0	...	...	...	...	23 12	23 0	24 0	23 0	...	25 0	160 0	160 0	10 4	10 8
Agra	16 0	16 0	28 0	27 0	5 0	5 0	8 0	8 0	27 0	27 0	23 0	23 0	...	...	10 0	10 0	29 0	28 8	27 0	27 0	16 0	16 0	95 0	95 0	11 0	11 0
Muttra	18 0	18 8	29 0	29 0	7 0	7 0	13 8	13 8	31 0	31 0	24 0	24 0	...	...	8 0	8 0	34 0	34 0	31 0	31 0	31 0	31 0	120 0	120 0	11 8	11 8
Aligarh	18 0	19 0	28 0	28 0	5 0	5 8	9 0	9 8	27 0	30 0	26 0	25 0	...	...	16 0	16 0	32 0	33 0	28 0	32 0	28 0	32 0	140 0	140 0	11 8	11 8
Bulandshahr	20 4	20 4	28 0	27 8	6 0	0 0	10 4	10 0	29 0	29 0	23 0	23 0	...	...	12 0	12 0	32 0	21 8	29 0	29 0	20 0	20 0	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	14 12	14 12	21 0	21 0	10 2	10 4	15 0	15 0	22 0	22 0	...	...	...	...	...	...	22 4	22 4	21 0	21 0	22 0	22 0	115 0	115 0	11 0	11 0
Azamgarh	14 12	14 0	20 10	20 0	7 8	7 6	14 12	14 12	...	...	...	...	...	...	...	...	20 10	20 12	19 4	...	16 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	12 0	12 8	18 0	19 12	9 0	9 0	14 13	14 13	...	...	...	...	25 3	25 3	21 8	21 8	21 8	21 8	19 5	19 12	22 6	22 6	140 0	140 0	10 8	9 2
Basti	14 12	17 0	19 0	19 0	8 12	8 12	32 0†	32 0†	13 0	13 0	...	...	15 0	15 0	8 0	9 0	20 0	21 0	22 0	23 0	24 0	25 0	160 0	160 0	10 0	10 0
Sháhjahánpur	16 0	16 0	26 4	27 0	8 0	8 8	25 8	24 0	23 4	21 8	...	...	...	...	23 0	24 0	26 0	25 0	22 4	22 8	22 8	23 0	120 0	120 0	10 0	10 0
Budaun	16 4	16 12	23 0	24 0	7 0	7 0	14 0	14 0	24 0	23 0	20 0	21 0	...	...	10 0	10 0	24 0	25 0	27 0	27 ...	22 0	23 0	144 0	144 0	10 0	10 0
Pilibhit	16 4	15 6	25 0	25 0	12 0	12 8	14 8	16 4	22 8	21 0	20 0	20 0	...	...	...	...	24 4	24 0	27 8	27 8	...	...	135 0	135 0	10 6	10 0
Bareilly	15 4	15 0	22 4	22 12	5 5	5 9	12 5	11 12	22 4	23 4	20 0	20 6	...	...	12 8	12 8	24 1	24 0	24 0	24 10	21 12	21 12	125 0	125 0	9 6	9 6
Moradabad	16 12	16 12	25 0	27 0	6 4	6 0	12 8	12 8	26 4	25 0	22 0	22 0	...	...	15 0	15 0	26 4	26 6	30 0	29 0	21 0	21 0	100 0	100 0	10 0	10 0
Naini Tal	12 0	12 0	20 0	20 0	4 0	4 0	9 0	9 0	31 4	31 4	22 8	22 8	...	...	22 0	22 0	17 8	17 8	30 0	30 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	12 0	15 4	15 4	9 4	9 12	10 8	...	...	...	...	...	19 0	19 0	25 0	25 0	14 12	14 12	...	...	10 0½	10 0	160 0	160 0	7 8	8 0
Bijnor	18 0	18 4	29 4	30 6	9 0	10 2	11 4	11 8	22 8	23 10	21 6	21 6	...	...	...	...	25 5	24 12	23 10	23 10	18 0	19 2	135 0	135 0	10 2	10 6
Muzaffarnagar	20 6	22 0	31 14	31 14½	5 8	5 8	11 0	12 0	26 6	26 6	23 2	23 1	...	...	6 9	8 13	28 9	29 11	26 6	26 6	13 3	13 2	132 0	132 0	11 0	11 0
Meerut	19 0	19 0	29 0	30 8	4 8	4 8	12 0	12 0	27 0	27 0	22 8	22 0	12 0	10 0	12 0	12 0	28 0	28 0	26 0	26 0	25 0	25 0	100 0	100 0	10 8	10 8
Saháranpur	20 0	20 0	30 0	30 0	5 0	7 0	10 0	10 8	30 0	30 0	24 0	27 0	30 0	30 0	20 0	20 0	30 0	30 0	31 0	31 0	16 0	16 0	100 0	100 0	10 0	10 0
Dehra Dún	18 0	18 0	28 0	28 0	9 12	10 0	10 4	10 8	22 0	22 0	24 0	24 0	23 0	23 0	...	...	26 8	25 0	26 0	26 0	23 0	23 0	160 0	160 0	10 0	10 0
Garhwál	14 0	14 0	15 0	15 0	7 0	7 0	10 12	10 12	...	...	...	...	22 0	22 0	27 0	27 0	9 0	9 0	...	...	7 0	7 0	160 0	160 0	5 10	5 10
Oudh—																										
Southern—																										
Partabgarh	15 8	15 0	20 0	19 8	10 0	9 0	14 4	14 4	20 0	21 0	19 8	20 0	...	...	...	...	21 0	21 8	...	...	16 0	14 0	140 0	140 0	10 0	10 0
Sultanpur	16 0	16 0	20 0	20 0	8 0	8 0	14 0	14 0	20 0	20 0	16 0	16 0	32 0	32 0	18 0	18 0	21 0	21 0	21 0	21 0	21 8	21 8	160 0	160 0	10 0	10 0
Rae-Bareli	17 0	17 0	20 8	21 0	8 0	8 0	14 0	14 0	22 0	22 8	23 0	22 0	26 0	22 8	19 0	20 0	24 0	23 0	24 0	24 0	24 0	24 0	240 0	240 0	10 8	10 8
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	14 0	23 0	22 0	23 0	22 0	10 0	16 0	9 0	9 0	23 0	24 0	24 0	24 0	15 0	16 0	160 0	160 0	10 0	10 0
Lucknow	15 4	16 12	23 4	24 0	6 0	6 0	13 8	15 0	24 0	22 8	22 8	22 0	...	...	22 0	22 0	23 0	25 0	22 8	21 8	22 0	22 8	100 0	110 0	10 0	10 8
Hardoi	18 0	18 0	26 0	26 0	7 0	7 0	20 0	20 0	...	...	28 0	28 0	...	...	30 0	30 0	29 0	29 0	32 0	32 0	16 0	16 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 6	16 7	24 0	24 1	10 2	11 3	15 8	16 7	22 2½	23 5	21 13	23 8	...	...	13 8	...	24 0	25 0	22 13	23 0	23 2½	23 2	160 0	150 0	10 8	10 8
Barabanki	15 0	15 8	19 8	21 0	7 8	8 0	12 0	13 0	19 8	20 0	18 8	19 0	24 0	24 0	16 0	16 0	24 0	25 0	20 0	21 0	21 12	22 0	120 0	120 0	11 0	11 0
Gonda	16 8	16 2	20 0	19 12	12 0	12 0	14 14	15 1	20 0	20 0	18 0	18 12	...	...	10 0	10 0	24 2	24 10	24 3	25 4	24 8	24 8	200 0	200 0	10 2	10 4
Bahraich	15 0	16 0	24 0	24 0	10 8	10 8	14 0	14 0	26 0	26 0	22 0	22 0	35 0	44 0	11 0	11 0	24 0	25 0	24 0	24 0	26 0	26 0	160 0	160 0	10 8	10 8
Sitapur	18 0	16 0	28 8	28 0	10 0	10 0	12 0	15 0	24 0	24 0	24 0	25 0	...	...	25 0	25 0	29 0	27 0	26 0	28 0	24 0	23 0	140 0	150 0	10 0	10 0
Kheri	15 8	16 0	26 4	26 0	8 0	8 0	16 0	16 0	29 0	29 0	...	...	...	...	...	...	27 0	27 0	27 8	...	16 8	25 0	160 0	160 0	10 4	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	25 0	23 12	9 6	7 8	11 4	11 4	20 0	20 0	...	13 12	...	...	...	...	26 14	25 0	22 8	21 4	25 0	25 0	...	...	14 12	14 12
Bánswara	21 4	20 0	22 8	22 8	10 0	10 0	15 0	16 4	...	...	...	...	...	...	...	...	31 4	30 0	20 0	20 0	15 0	15 0	...	...	10 5	10 10
Meywar (Oodeypore)	12 1	12 8	34 6	32 13	8 15½	10 15	9 6	11 11½	29 11	31 4	17 3	20 5	*Nil*	*Nil*	15 10	15 10	29 0	21 1½	31 4	29 11	10 2½	10 8½	160 0	160 0	8 3½	9 9
Sirohee	14 0	13 8	25 0	28 0	5 8	5 0	6 0	6 0	...	...	16 0	16 0	...	...	...	...	21 0	21 0	22 0	21 0	...	...	160 0	160 0	11 8	12 0
Erinpura	15 10	15 14	27 1	26 9	...	...	7 0	7 4	22 0	22 0	17 4	18 4	...	...	...	...	27 0	27 9	...	...	...	...	160 0	160 0	11 12	12 0
Ajmere	15 13	15 13	30 0	30 0	5 0	5 0	8 5	8 5	32 0	32 0	22 11	22 5	...	...	15 0	15 0	29 11	29 5	31 0	31 0	...	...	90 0	90 0	12 0	12 0
Abu	13 14	13 12	22 0	22 0	5 8	5 8	7 0	7 0	17 10	17 12	16 0	15 0	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	15 12	15 8	28 8	32 8	9 0	8 8	10 0	9 0	31 4	33 0	23 4	24 8	†	†	†	†	32 0	33 0	33 0	34 4	†	†	*	*	12 4	12 4
Boondee	14 8	18 0	37 8	43 12	8 0	8 8	14 0	14 0	37 8	38 12	20 0	...	...	...	...	...	41 4	38 12	45 0	47 8	...	...	160 0	160 0	8 12	8 4
Kotah	13 0	13 0	27 0	27 0	8 0	5 0	6 0	6 0	26 0	26 0	14 0	14 0	...	...	...	...	32 0	32 0	30 0	30 0	27 0	27 0	240 0	240 0	9 0	9 0
Jhallawar	14 14½	15 1½	21 14	21 6	7 5½	7 5½	10 14	10 14	24 2	23 2½	14 11	14 4½	...	...	14 6½	14 6	28 0	29 8	26 4	26 0	8 14	8 14	175 0	175 0	9 2½	9 2½
Tonk	12 6	12 4	30 0	31 0	5 0	5 0	8 0	8 0	25 0	32 8	22 8	23 0	...	...	...	...	29 0	30 0	30 0	30 8	...	...	130 0	120 0	9 4	9 4
Jeypore	16 0	15 8	31 8	32 0	5 0	5 0	7 4	7 4	32 0	29 0	23 8	24 8	†	†	17 0	17 0	29-4 & 32 0	29-0 & 31 0	33 0	33 0	28 0	28 0	84 0	90 0	11 0	11 0
Kerowlee	18 12	18 12	31 4	31 4	10 0	10 0	11 4	11 4	31 4	31 4	25 0	25 10	...	...	18 12	18 12	32 8	32 8	...	...	37 8	37 8	200 0	200 0	10 0	10 0
Dholpur	17 0	17 3½	29 0½	30 0	8 2½	8 3½	10 0	10 1	29 14	30 6	26 8	26 7½	...	...	16 7	16 14	29 3	29 13	...	...	31 8	31 8	90 0	90 0	10 15½	10 15½
Bhurtpore	19 2½	19 2½	29 12	31 2½	5 2½	5 2½	5 5½	5 5½	32 12	33 13	23 0	23 8	...	...	11 12	11 12	34 0	34 11	31 0	31 10½	25 0	25 0	120 0	120 0	11 0	11 1
Ulwur	19 2	19 3	34 11	33 8	6 10	6 10	8 14	8 14	36 14	36 6	26 4	25 6	...	...	16 0	16 0	35 6	36 1	37 0	34 5	30 10	30 10	120 0	120 0	11 4	11 1
Deoli Cantonment	15 1	14 13	36 11	35 3	4 0	4 0	7 0	7 0	36 11	34 9	30 0	29 1	...	...	...	...	30 0	31 4	...	...	...	...	190 0	190 0	11 8	11 8
Nusserabad Cantonment	15 0	16 0	...	...	6 4	6 4	7 0	7 0	33 0	30 0	20 0	21 0	†	†	...	...	34 0	32 0	...	...	23 0	24 0	90 0	90 0	11 8	11 8
Hilly Tracts of Meywar	15 0	15 8	30 0	21 0	...	...	17 0	17 0	...	...	...	...	...	...	...	...	28 0	28 0	24 0	22 0	...	...	¶	¶	11 8	11 8
Bálmer	15 7	15 7	...	...	5 3	5 3	7 8	7 8	...	...	25 3	26 0	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	15 1	14 10	23 0	23 0	6 0	6 0	8 0	8 0	17 0	17 0	18 0	18 8	...	...	...	...	20 0	19 0	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	11 8	12 0	38 12	39 0	9 0	9 0	13 13	13 0	30 0	30 0	24 0	22 8	...	...	...	...	29 0	29 6	38 0	38 4	...	...	120 0	160 0	10 4	10 9
Western— Jodhpore	15 0 and 16 4	14 11 and 16 14	26 4	26 4	6 4	6 4	7 8	7 8	25 0	25 0	18 2 and 21 14	17 8 and 21 4	...	...	...	...	25 10 and 26 9	26 9 and 26 14	18 2	18 12	11 4	11 4	...	...	12 8	12 8
Jeysulmere	14 6	14 6	...	...	6 12	7 0	10 0	10 0	25 0	25 0	22 0	22 12	...	...	...	...	15 0	15 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 13	13 0	...	...	3 0	3 0	6 8	6 8	...	...	20 8	20 2	...	...	...	...	23 0	24 12	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	16 8	16 8	20 0	20 0	8 8	8 8	9 8	9 8	26 0	26 0	19 0	19 0	...	...	...	...	24 8	25 0	31 0	30 0	19 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	15 0	...	...	8 0	8 0	12 0	12 0	28 0	28 0	18 8	20 0	†	†	...	...	28 0	28 0	...	...	22 0	22 0	160 0	140 0	11 0	11 0
Goona	17 8	18 0	20 0	20 0	7 0	7 0	8 0	8 0	28 0	30 0	...	...	...	...	...	...	31 0	32 0	32 0	...	...	...	200 0	200 0	10 0	10 0
Gwalior	17 2½	17 6½	23 6	23 6	5 5	5 5	8 8	8 8	24 15½	24 7	23 10½	22 13½	...	...	9 9	10 11	19 10½	19 6½	21 4	22 5	17 12½	17 10½	170 0	191 4	10 14½	10 14½

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Seven and half pies per bundle. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR 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.
Panjab—																										
Southern—																										
Hissar	22 0	22 0	50 0	50 0	...	...	12 0	12 0	38 0	40 0	31 0	31 0	†	†	†	†	45 0	45 0	†	†	†	†	100 0	80 0	10 0	10 12
Ferozepore	23 0	24 0	48 0	50 0	...	...	9 0	11 0	40 0	40 0	30 0	32 0	‡	‡	20 0	20 0	40 0	40 0	35 0	36 0	11 0	11 0	100 0	100 0	12 0	12 4
Montgomery	23 0	23 0	35 0	40 0	...	...	11 0	10 0	35 0	27 0	26 0	23 0	†	• †	32 0	32 0	39 0	39 0	35 0	32 0	12 0	10 0	220 0	220 0	12 0	13 0
Central—																										
Gurgáon	21 0	22 0	36 0	38 0	...	...	9 0	10 0	34 0	35 0	26 0	27 0	‡	‡	†	†	34 0	32 0	24 0	23 0	25 0	25 0	120 0	120 0	10 0	10 0
Delhi	20 0	20 0	32 0	32 0	...	...	12 0	12 0	32 0	32 0	23 0	24 0	‡	‡	12 0	12 0	31 0	31 0	27 0	27 0	25 0	24 0	70 0	70 0	10 0	10 0
Rohtak	21 0	21 0	35 0	35 0	...	...	12 0	11 0	31 0	31 0	25 0	24 0	†	†	12 0	12 0	34 0	33 0	24 0	24 0	18 0	18 0	300 0	120 0	11 0	11 0
Karnál	21 0	21 0	30 0	30 0	...	...	10 0	11 0	30 0	22 0	25 0	23 0	30 0	30 0	16 0	16 0	33 0	33 0	30 0	30 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	22 0	22 0	36 0	36 0	...	...	11 0	11 0	32 0	32 0	21 0	19 0	‡	‡	24 0	24 0	34 0	34 0	32 0	33 0	11 0	11 0	80 0	80 0	12 0	12 0
Sub-montane—																										
Umballa	24 0	24 0	36 0	38 0	...	...	11 0	11 0	35 0	35 0	22 0	22 0	‡	‡	8 0	8 0	34 0	34 0	37 0	37 0	‡	‡	130 0	130 0	12 12	12 12
Ludhiána	26 0	26 0	45 0	45 0	...	...	13 0	13 0	38 0	36 0	22 0	28 0	‡	‡	20 0	20 0	39 0	38 0	41 0	40 0	15 0	15 0	100 0	100 0	13 0	13 0
Jullundur	28 0	26 0	44 0	44 0	...	...	10 0	10 0	36 0	38 0	24 0	24 0	‡	‡	18 0	20 0	35 0	36 0	36 0	36 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	26 0	26 0	36 0	38 0	...	...	10 0	10 0	37 0	37 0	20 0	22 0	16 0	16 0	20 0	20 0	34 0	35 0	35 0	34 0	10 0	10 0	120 0	110 0	12 0	12 0
Gurdáspur	28 0	26 0	40 0	32 0	...	...	14 0	14 0	40 0	40 0	26 0	26 0	26 0	26 0	24 0	12 0	33 0	34 0	32 0	33 0	‡	‡	100 0	100 0	11 0	11 8
Amritsar	25 0	25 0	44 0	44 0	...	...	11 0	11 0	34 0	34 0	21 0	21 0	†	*	21 0	21 0	32 0	33 0	33 0	32 0	‡	‡	90 0	90 0	12 0	12 0
Hills—																										
Simla	20 0	18 0	22 0	21 0	...	...	9 0	9 0	19 0	21 0	14 0	16 0	19 0	20 0	12 0	10 0	23 0	21 0	24 0	22 0	10 0	11 0	90 0	90 0	9 8	9 0
Kángra	15 0	15 0	20 0	18 0	...	...	12 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	6 0	6 0	20 0	20 0	20 0	20 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	21 0	21 0	38 0	38 0	...	...	13 0	13 0	33 0	32 0	‡	‡	‡	‡	‡	‡	32 0	31 0	30 0	30 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	20 0	20 0	34 0	34 0	...	...	12 0	12 0	33 0	31 0	24 0	24 0	‡	‡	16 0	16 0	33 0	34 0	32 0	32 0	‡	‡	90 0	90 0	12 8	12 12
Gujrát	24 0	24 0	33 0	33 0	...	...	12 0	12 0	28 0	28 0	25 0	25 0	‡	‡	10 0	10 0	32 0	32 0	28 0	28 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	24 0	25 0	42 0	45 0	...	...	14 0	13 0	32 0	32 0	28 0	29 0	‡	‡	*	*	32 0	32 0	32 0	32 0	*	*	120 0	100 0	13 0	13 0
Ráwalpindi	23 0	23 0	33 0	33 0	...	...	8 0	7 0	32 0	32 0	26 0	27 0	*	*	20 0	20 0	34 0	36 0	28 0	28 0	*	*	70 0	70 0	13 8	13 8
Hazára	18 0	18 0	26 0	26 0	...	...	12 0	12 0	‡	‡	20 0	20 0	†	†	‡	‡	24 0	24 0	23 0	23 0	†	†	90 0	110 0	10 8	10 8
Pesháwar	19 0	19 0	31 0	29 0	...	...	9 0	9 0	27 0	26 0	21 0	21 0	‡	‡	17 0	18 0	28 0	25 0	20 0	25 0	28 0	27 0	87 0	93 0	45 0	44 0
Kohát	23 0	18 0	37 0	33 0	...	...	12 0	12 0	23 0	23 0	26 0	24 0	‡	‡	20 0	20 0	33 0	33 0	28 0	25 0	‡	‡	200 0	175 0	50 0	50 0
Western—																										
Sháhpur	28 0	26 0	40 0	36 0	...	...	9 0	9 0	34 0	34 0	32 0	32 0	24 0	24 0	24 0	24 0	40 0	40 0	24 0	22 0	†	†	160 0	160 0	13 0	13 0
Jhang	25 0	22 0	36 0	34 0	...	...	8 0	8 0	36 0	35 0	30 0	30 0	38 0	38 0	28 0	28 0	32 0	32 0	32 0	30 0	10 0	10 0	200 0	200 0	11 12	11 12
Mooltan	18 0	18 0	30 0	30 0	...	...	12 0	12 0	24 0	24 0	26 0	26 0	†	†	12 0	12 0	28 0	28 0	28 0	28 0	†	†	80 0	80 0	12 4	12 4
Bannu	27 0	26 0	49 0	46 0	...	...	11 0	11 0	40 0	35 0	31 0	29 0	7 0	7 0	6 0	6 0	52 0	49 0	38 0	38 0	15 0	14 0	90 0	90 0	50 0	50 0
D. I. Khan	27 0	25 0	45 0	44 0	...	...	8 0	8 0	39 0	30 0	34 0	30 0	‡	‡	4 0	4 0	43 0	39 0	16 0	16 0	14 0	13 0	120 0	120 0	42 0	42 0
Muzaffargarh	23 0	23 0	30 0	30 0	...	...	14 0	14 0	20 0	20 0	25 0	25 0	‡	‡	‡	‡	27 0	27 0	‡	‡	8 0	8 0	110 0	110 0	12 0	12 0
D. G. Khan	18 0	18 0	30 0	30 0	...	...	6 0	6 0	32 0	33 0	26 0	26 0	20 0	20 0	18 0	18 0	27 0	27 0	15 0	15 0	†	†	100 0	100 0	31 4	31 4
Sind and Baluchistan—																										
Karáchi	15 0	14 8	...	...	8 8	8 0	10 8	10 0	20 0	20 0	17 0	16 0	‡	‡	...	...	20 0	19 0	...	...	10 0 and 11 0	9 0 and 10 0	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	7 8	7 8	9 8	9 8	19 0	19 8	18 0	18 8	‡	‡	...	...	20 0	20 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	12 15	12 14	...	...	13 8	13 0	16 8	16 4	...	...	21 8	22 8	‡	‡	...	...	7 12	7 13	...	...	...	...	112 0	112 0	12 0	12 0
Sukkur (Shikárpur)	18 8	18 0	...	...	8 0	8 0	10 0	10 0	26 0	27 0	22 8	23 0	‡	‡	...	...	25 8	24 8	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	17 0	16 0	...	...	8 0	8 0	9 0	10 0	26 0	28 0	22 8	24 0	‡	‡	...	...	25 8	24 0	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	14 0	14 0	21 8	20 12	5 0	5 0	7 0	7 0	32 0	31 0	18 0	16 0	‡	‡	6 0	‡	19 12	19 0 and 20 0	20 0	20 0	9 0	9 0	70 0	64 0	9 8	11 0

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR 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.
Bombay—																										
Konkan—																										
Karwar (Kánara)	8 5	8 5	...	...	10 2	9 :	12 2	10 13	15 3	15 3	13 2	13 2	18 0	18 0	...	...	11 9	11 9	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	9 7	9 7	...	...	10 14	10 14	11 6	11 6	14 7	15 12	15 14	15 14	14 2	14 2	...	...	14 9	12 8	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	7 3	7 3	10 13	10 13	11 9	11 9	12 12	12 12	*	*	11 14	11 14	...	...	...	...	*	*	99 9	99 9	12 12	12 12
Bombay	10 6	10 6	...	...	5 12	5 12	7 13	7 13	13 8	13 8	13 15	13 15	14 10	14 10	13 12	13 12	...	...	13 4	13 4	*	*	79 7	79 7	9 [illegible]	9 7
Tanna	12 12	12 12	...	...	9 5	7 6	10 3	10 3	*	*	15 5	15 5	*	*	15 1	14 3	...	...	*	*	*	*	83 10	99 9	12 4	12 4
Deccan—																										
Dharwar	12 5	11 0	...	...	10 6	10 6	11 5	10 13	22 0	21 2	22 8	21 10	*	*	14 13	13 15	...	...	18 10	17 11	88 14	80 0	10 8	10 8		
Belgaum	14 3	12 2	...	...	10 12	11 5	11 9	11 *9	20 12	21 13	21 7	22 7	24 0	23 0	16 0	15 8	...	...	18 11	17 10	89 2	89 2	10 3	10 3		
Satara	11 9	11 9	...	...	8 14	9 10	10 2	11 9	15 14	15 14	15 5	16 0	*	*	15 1	14 7	...	...	14 9	*	114 0	114 0	11 15	11 15		
Sholapur	13 1	13 1	...	...	8 2	7 11	11 11	11 5	17 0	16 2	17 14	18 12	*	*	18 0	19 13	...	...	18 4	20 1	80 0	80 0	11 10	11 10		
Bijápur	14 5	13 5	...	...	6 15	6 15	11 6	11 6	20 9	19 11	21 2	20 4	*	*	17 2	16 4	...	...	...	...	80 0	80 0	12 12	12 8		
Poona	12 13	12 13	...	...	9 11	9 11	10 13	10 13	17 10	17 10	16 2	16 2	14 13	15 13	17 4	17 13	...	...	22 1	23 4	86 14	86 14	11 13	11 13		
Khandesh—																										
Ahmadnagar	14 8	15 15	...	...	8 13	8 13	10 9	10 9	22 0	20 10	16 1	17 9	*	*	20 13	20 13	...	...	22 2	22 2	97 1	106 0	12 6	12 6		
Násik	16 7	15 12	...	...	9 9	10 5	11 10	11 10	...	...	16 4	15 9	18 6	18 6	18 7	18 7	...	...	...	...	116 6	128 0	12 0	12 0		
Dhulia (Khandesh)	17 8	17 8	...	...	6 8	6 8	10 6	10 6	22 7	22 7	20 3	20 3	*	*	16 8	16 8	...	...	*	*	80 0	80 0	10 9	10 9		
Gusarat—																										
Surat	12 0	12 0	...	...	7 6	7 6	8 5	8 5	15 4	14 13	13 6	13 14	*	*	14 13	14 13	...	...	14 13	17 9	91 1	91 6	12 0	12 0		
Broach	15 0	14 8	...	...	6 12	7 0	10 0	10 0	18 0	18 0	15 0	16 0	*	*	20 0	21 0	...	...	20 0	19 0	100 0	100 0	13 4	13 4		
Kaira	13 8	13 0	...	...	9 0	8 0	14 0	13 0	20 0	21 0	16 0	16 0	20 0	20 0	19 0	18 0	...	...	*	*	106 11	106 11	12 0	12 0		
Baroda (Camp)	10 0	10 0	...	...	6 8	6 8	9 0	9 0	16 0	16 0	14 8	14 8	*	*	15 0	15 0	...	...	*	*	91 7	91 7	11 0	11 0		
Ahmadabad	14 0	14 0	...	...	10 0	10 0	11 0	11 0	26 0	25 0	18 0	18 8	27 8	27 8	22 8	22 0	...	...	...	...	70 0	70 0	13 10	13 10		
Godhra (Panch Máhals)	14 0	12 0	...	...	10 0	10 0	12 0	11 8	20 0	...	18 0	15 0	22 8	20 0	22 8	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8		
Deesa Cantonment	14 8	14 8	...	...	9 0	7 0	9 8	9 0	20 0	20 0	17 0	17 0	...	...	21 0	20 0	...	...	...	...	140 0	140 0	11 0	11 0		
Kattywar—																										
Rájkot	15 8	14 15	...	...	6 0	6 0	7 0	7 0	18 8	18 8	15 6	15 6	*	*	23 6	21 4	...	...	*	*	80 0	80 0	70 2	70 2		
Central Provinces—																										
Western—																										
Nimar	17 1	17 1	...	...	6 12	6 15	12 7	12 7	24 13	24 13	...	...	...	...	...	...	20 10	19 1	...	...	13 7	12 13	100 0	100 0	11 5	11 7
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	21 0	20 0	21 0	20 0	...	...	...	...	24 0	20 0	...	...	...	...	160 0	160 0	10 8	9 8
Hoshangabad	16 6	19 3	...	...	8 1	8 1	11 14	11 14	26 15	31 2	...	...	...	...	...	...	28 12	33 3	...	...	17 4	18 0	180 0	180 0	9 8	9 8
Betúl	20 9	20 9	...	...	...	...	10 13	10 13	27 7	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	16 14	16 14	...	...	8 0	8 14	11 7	11 7	28 14	28 14	...	...	...	...	...	...	21 11	19 0	...	...	12 0	10 4	160 0	160 0	8 0	9 4
Nágpur	18 12	18 12	...	...	10 0	10 0	12 8	12 8	22 3	21 9	...	...	...	...	...	...	20 0	20 0	...	...	12 8	12 8	125 0	125 0	10 4	10 4
Wardha	16 0	16 0	...	...	7 4	7 4	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	14 9	13 5	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	18 0	19 3	...	...	8 0	9 2	9 2	11 4	...	...	...	...	...	...	...	...	28 0	32 0	...	...	24 0	19 3	120 0	160 0	9 2	8 0
Saugor	15 7	19 0	...	...	9 13	9 13	11 1	11 1	25 15	29 1	...	...	...	...	...	...	22 8	26 12	...	...	19 12	19 6	160 0	160 0	9 2	9 2
Damoh	16 2	20 0	...	...	11 0	12 15	12 0	14 3	20 0	28 0	...	...	...	...	...	...	20 0	26 3	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	19 0	18 0	...	...	11 8	10 8	15 0	15 0	26 0	25 8	...	...	...	...	...	...	23 4	24 0	...	...	13 4	13 8	140 0	120 0	9 4	9 4
Baghalkhand (Sutna)	15 0	15 0	24 0	20 0	8 0	8 0	15 0	14 0	25 0	25 0	20 0	20 0	*	*	9 6	10 0	22 0	21 0	24 0	26 0	24 0	24 0	160 0	160 0	9 12	9 12
Mandla	21 0	20 0	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	25 0	25 0	...	...	13 0	...	200 0	200 0	8 8	10 8
Seoni	25 0	25 0	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	25 0	25 0	...	...	11 8	11 8	190 0	190 0	8 12	10 8
Bálághát	16 0	16 0	...	...	11 0	11 0	20 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	11 0	11 0	130 0	125 0	8 0	8 12
Bhandára	17 8	17 8	...	...	...	...	13 4	13 4	...	...	...	...	...	...	...	...	15 0	17 8	...	...	12 8	12 8	260 0	200 0	9 0	8 12
Chánda	16 0	16 8	...	...	...	...	12 13	14 10	15 5	16 5	...	...	...	...	...	...	13 14	13 14	...	...	11 11	14 0	320 0	320 0	10 0	9 0 0
Eastern—																										
Bilaspur	26 10	28 6	...	...	12 5	14 10	18 0	20 14	...	...	...	...	...	...	...	...	16 12	18 11	...	...	12 0	12 0	120 0	120 0	8 0	8 0
Raipur	26 9	26 9	...	...	12 8	13 11	18 4	18 4	...	...	...	...	...	...	...	...	18 10	18 10	...	...	10 13	9 0	90 0	90 0	9 9	9 0 0
Sambalpur	21 0	21 0	...	...	12 4	12 4	16 11	16 11	...	...	...	...	...	...	...	...	18 0	17 8	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	14 0	14 0	...	...	7 0	7 0	10 0	10 0	21 0	21 0	17 0	16 0	...	...	...	...	19 0	16 0	...	...	13 0	13 0	182 0	182 0	9 0	9 0
Básim	12 10	12 5	...	...	6 10	6 10	9 5	9 10	18 5	19 5	14 8	15 0	...	...	...	...	13 5	13 5	...	...	12 5	12 5	78 0	76 0	8 10	8 10
Akola	13 0	13 0	...	...	8 0	8 0	10 0	10 0	21 0	18 0	16 0	17 0	...	...	...	...	16 0	16 0	...	...	12 0	11 0	87 0	87 0	11 0	11 0 0
Ellichpur	14 0	15 0	...	...	6 0	6 0	8 0	8 0	20 0	20 0	16 0	16 0	...	...	...	...	17 0	17 0	...	...	16 0	16 0	120 0	120 0	10 0	10 0 0
Amraoti	13 4	13 8	...	...	8 0	8 0	9 4	9 4	18 6	18 8	16 0	16 2	...	...	...	...	16 0	16 8	...	...	12 10	13 0	85 0	96 0	10 0	10 0 0
Wún	11 0	11 0	...	...	6 0	6 0	7 0	7 0	19 0	18 0	10 0	10 0	...	...	...	...	12 0	11 0	...	...	20 0	16 0	260 0	200 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	10 14	10 8	...	*	6 13	6 13	10 14	10 14	12 3	12 3	17 12	17 12	24 14	24 4	...	*	13 3	13 3	...	*	17 12	17 12	80 0	80 0	8 12	8 12
Boláram	11 1	11 11	...	*	7 0	8 2	11 11	11 11	14 0	14 0	...	...	...	...	...	*	13 10	13 14	...	*	...	*	116 14	116 14	9 0	9 0 0
Chadarghat	9 0	8 8	...	*	8 8	8 8	12 0	12 8	15 0	14 4	20 0	20 0	...	...	...	*	14 0	13 8	...	*	...	*	120 0	120 0	9 0	9 0

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1894—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR, OR THÚR, CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	10 8	11 5	10 14	17 13	18 3	**	**	19 11	19 11	...	...	9 8	9 8	...	...	12 0	12 0	136 2	136 2	12 10	12 10
S. Canara	8 2	8 2	...	...	10 10	10 10	12 0	12 0	19 10	19 10	**	**	19 5	19 5	...	...	9 9	9 9	...	...	13 0	13 0	121 8	121 8	14 3	14 3
South, central—																										
Coimbatore	9 13	9 13	...	...	10 6	10 6	11 5	10 14	17 13	18 3	**	**	23 0	23 13	...	...	9 8	9 8	...	...	13 0	12 0	131 3	131 3	12 11	12 11
Nilgiris	7 13	7 13	...	...	7 10	7 10	8 13	8 0	16 14	16 14	10 13	10 13	16 10	16 10	...	...	12 8	12 8	...	...	15 0	13 8	274 3	274 3	11 0	11 0
Salem	7 11	7 11	...	...	9 13	9 13	11 13	11 13	19 10	19 10	18 14	18 14	21 6	20 8	...	...	12 0	12 0	...	...	11 0	11 0	145 13	145 13	13 8	13 8
Central—																										
Bellary	10 10	9 10	...	...	10 3	10 3	10 13	10 13	23 11	23 3	**	**	26 3	24 5	...	...	9 14	10 2	...	...	11 0	11 0	85 2	85 2	11 14	11 14
Anantapur	8 10	8 10	...	...	12 5	12 5	13 0	13 0	22 11	23 8	10 13	10 13	23 8	24 3	...	...	10 8	10 8	...	...	13 0	13 0	97 3	97 3	11 14	11 14
Cuddapah	9 10	9 10	...	...	9 8	9 8	11 10	11 10	16 10	20 5	11 11	11 11	23 5	24 3	...	...	9 9	9 9	...	...	11 0	11 0	140 0	140 0	12 3	12 3
Kurnool	9 8	9 8	...	...	10 11	10 11	11 6	11 6	24 11	20 10	12 14	12 14	19 8	●	...	...	9 7	9 7	...	...	11 0	11 0	170 2	170 2	11 11	11 11
East Coast, north—																										
Ganjam	●	●	...	...	10 11	10 11	11 10	11 10	●	●	●	●	21 10	21 10	...	...	9 8	9 8	...	...	12 0	12 0	86 8	86 8	10 2	10 2
Vizagapatam	12 0	12 0	...	...	8 14	8 14	10 3	11 5	21 10	21 10	23 13	23 13	22 3	22 3	...	...	9 6	9 6	...	...	13 0	13 0	97 3	97 3	11 11	11 11
Godavari	9 0	7 3	...	...	9 6	9 3	13 0	12 2	16 5	17 5	26 6	24 10	27 5	27 5	...	...	9 3	9 3	...	...	13 0	13 0	133 11	133 11	12 8	12 8
East Coast, central—																										
Kistna	8 8	7 14	...	...	11 8	11 8	12 2	12 2	14 3	11 10	●	●	26 13	25 5	...	...	10 5	9 14	...	...	15 0	13 0	140 14	140 14	13 3	13 3
Nellore	9 10	7 11	...	...	11 2	11 2	13 13	13 13	18 0	17 8	16 0	...	24 10	23 2	...	...	8 10	8 13	...	...	16 13	15 0	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	9 5	9 5	...	...	10 5	9 14	11 2	10 13	14 6	14 6	●	●	13 3	13 3	...	...	8 10	8 10	...	...	15 0	13 0	110 13	110 13	13 2	13 2
Chingleput	●	●	...	...	8 10	8 10	9 13	9 13	●	●	12 8	12 8	18 8	17 13	...	...	9 11	9 11	...	...	16 0	15 0	108 14	108 14	13 3	13 3
N. Arcot	6 13	6 13	...	...	9 11	10 5	11 5	11 5	17 5	16 8	16 8	16 8	21 6	20 8	...	...	10 6	10 6	...	...	13 0	13 0	100 13	100 13	12 5	12 5
S. Arcot	7 0	6 3	...	...	10 6	10 5	12 3	11 6	13 0	13 0	17 11	17 11	18 5	18 5	...	...	12 8	12 8	...	...	15 0	13 0	209 0	209 0	11 11	11 11
Tanjore	7 6	7 6	...	...	12 8	10 13	15 0	13 13	17 3	16 8	18 6	18 6	24 3	24 3	...	...	9 11	9 9	...	...	13 0	12 11	145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 10	...	...	9 11	9 9	10 3	9 13	17 3	16 8	18 6	17 6	23 10	21 0	...	...	9 9	9 9	...	...	13 0	13 0	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	8 8	7 13	...	...	9 8	9 8	10 6	10 6	●	●	●	●	●	●	...	...	9 8	9 8	...	...	13 0	13 0	58 5	58 5	14 5	14 5
Madura	7 13	7 13	...	...	10 2	10 2	11 6	11 6	16 3	15 6	14 11	14 11	23 3	23 3	...	...	9 4	9 4	...	...	13 0	13 0	97 3	97 3	13 10	13 10
Mysore—																										
Mysore	8 8	7 12	8 8	7 12	8 0	8 0	11 0	10 14	24 0	25 0	16 0	15 0	23 0	20 0	20 0	20 0	9 8	9 8	...	...	10 8	12 0	96 0	96 0	10 0	9 8
Bangalore	10 5	9 8	9 5	8 11	7 5	7 0	8 0	8 0	21 0	23 0	...	...	25 0	25 0	...	...	12 0	12 0	...	...	13 8	13 8	90 0	90 0	10 0	10 0
Kolar	9 8	9 8	7 4	7 4	10 8	10 0	12 4	10 12	20 0	20 0	18 0	...	28 0	27 0	18 0	13 0	10 0	10 0	...	...	15 0	13 8	150 0	150 0	9 8	9 8
Tumkur	9 8	9 0	8 8	8 0	9 0	9 0	10 0	10 0	24 0	25 0	32 0	32 0	32 0	31 0	32 0	...	10 0	10 0	...	...	11 0	11 0	224 0	340 0	10 0	10 8
Hassan	8 0	...	8 0	8 0	8 0	8 0	10 8	10 0	...	...	...	...	...	30 0	...	...	9 0	9 0	...	...	8 0	8 0	200 0	200 0	8 8	8 8
Kadur	8 0	8 0	8 0	8 0	9 0	9 0	12 0	10 0	...	...	...	...	34 10	30 0	...	...	10 0	10 0	...	...	8 0	8 0	320 0	320 0	9 0	8 0
Shimoga	9 11	9 7	8 8	...	8 6	8 6	13 2	12 1	26 12	25 3	...	...	38 0	36 0	36 0	36 0	11 0	11 0	...	...	20 0	16 13	320 0	320 0	10 8	9 7
Chitaldroog	12 0	11 0	13 0	12 0	10 8	10 0	13 0	12 8	36 0	32 0	26 0	26 0	...	...	...	...	...	...	...	...	...	11 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	8 0	8 0	7 0	...	10 8	9 8	13 0	13 0	...	...	...	...	30 8	30 8	...	...	18 8	9 4	...	...	...	...	110 0	110 0	10 8	9 8
Aden	8 0	8 0.	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	...	...	65 5	65 5	32 0	32 0

* Not sold.

J. F. FINLAY,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

APPROPRIATION REPORT
ON
THE ACCOUNTS
OF
THE GOVERNMENT OF INDIA
FOR
1892-93.

BY

STEPHEN JACOB,
COMPTROLLER AND AUDITOR GENERAL.

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APPROPRIATION REPORT ON THE ACCOUNTS OF 1892-93.

GENERAL REVIEW.

Throughout the report the figures are tens of rupees (Rx. 1 = R10), with the last two figures cut off for brevity, thus, 149,7 reads one hundred and forty-nine thousand seven hundred tens of rupees.

In the Budget Estimates for 1892-93 the total revenue was estimated at 88,367,9 and the expenditure chargeable against it at 88,221,3, leaving a small surplus of 146,6. The fall in the rate of exchange during 1891-92 had been so great, that in the Financial statement for 1892-93 some difficulty was experienced in securing equilibrium between revenue and expenditure. The rate of exchange was taken in the Budget Estimates at 1*s.* 4*d.* against 1*s.* 5¼*d.* taken in the Budget Estimates of the previous year. It was possible to cover the heavy loss due to this fall and to secure a small surplus only by a concurrence of fortunate incidents, namely (1) the receipt of contributions to the extent of 466,3 from Local Governments on revision of the Provincial contracts, (2) anticipated growth of general revenue under the Principal Heads, (3) anticipated growth of Railway Revenue in India, and (4) a substantial improvement under Interest in India owing to there having been no borrowing for some years and to an increase in the paper currency investment. The accounts of the year now show a deficit of 833,4. During the year there was a further heavy fall in the rate of exchange, the average rate realised during it being only 1*s.* 2·985*d.* against 1*s.* 4*d.* taken in the Budget Estimate and the net charge on account of exchange being increased by 1,637,6. There has also been an increase of 384,1 or with exchange of 615,2 in the sterling expenditure in England due chiefly to the payment of 212,4, to the War Office on account of arrears of the charges for the British troops serving in India, to the adoption of a new rule for the payment of furlough allowances, retired pay and pensions monthly instead of quarterly, and to the purchase of two troopships and a dredger. In India also there was an increase of 582,4 in the expenditure on the Army due to special expeditions on the frontier and the transport charges for supply of the Gilgit Agency and to a rise in the price of food and forage. These increases in the expenditure having, however, been to some extent counterbalanced by an improvement of 990,9 in the net revenue from opium due partly to a rise in the price of Bengal opium and partly to a large saving in the payments for the same owing to a failure of the opium crop and by a moderate improvement under most of the other heads of revenue, the accounts of the year closed as mentioned above, with a deficit of 833,4. The actual revenue and expenditure of the year under the different groups are compared in detail in the following paragraphs with the actuals of the previous year and the Budget Estimates.

2. The only important change in the system of accounts made during the year which requires special notice here, is that recoveries made from other departments and Local Governments on account of work executed in Dockyards are now deducted from the expenditure under the head Marine instead of being shown as receipts under that head.

3. The following summary gives the Budget and Account figures of 1892-93 to be reviewed in this report, and the details will be found in the statements on pages 142 to 154 :—

Receipts.		Revenue and Expenditure.		Outgoings.	
Budget.	Accounts.			Budget.	Accounts.
59,868,4	61,067,4	A	Principal Heads of Revenue .	10,286,6	9,461,7
911,0	869,7	B	Interest	3,977,1	4,374,3
2,618,0	2,736,9	C	Post Office, Telegraph, and Mint	2,547,9	2,505,6
1,615 8	1,607,9	D	Civil Departments . .	14,132,5	14,259,9
959,9	877,0	E	Miscellaneous . . .	5,170,9	5,537,9
...	...	F	Famine	1,206,7	1,116,1
...	..	G	Construction of Railways .	301,5	339,5
18,832,7	19,077,1	H	Railways	20,407,2	20,924,1
2,216,7	2,418,9	J	Irrigation	2,919,5	2,940,5
606,4	653,2	K	Buildings and Roads . .	5,920,1	5,846,5
739,0	864,3	L	Army Services . . .	21,898,5	23,419,1
...	...	LL	Special Defence Works .	614,5	458,0
...	...	M	Provincial Deficit— . .	—1,161,7	—177,4
...	...		Imperial Surplus + or Deficit— .	+146,6	—833,4
88,367,9	90,172,4		Total .	88,367,9	90,172,4

Receipts. Budget.	Receipts. Accounts.	Other Transactions.	Outgoings. Budget.	Outgoings. Accounts.
+146,6	—833,4	Imperial Surplus or Deficit as above . . .	...	...
...	...	Capital Outlay on Railways and Irrigation Works .	4,035,0	3,986,3
127,7	...	Permanent Debt . .	...	376,4
869,0	963,9	Unfunded Debt . . .	...	...
...	749,3	Deposits and Advances .	799,7	...
...	...	Loans and Advances by Imperial Government . .	178,8	356,3
...	...	Loans and Advances by Provincial Governments . .	432,7	493,3
...	692,3	Guaranteed and Subsidized Companies, Capital Accounts	50,6	...
...	128,9	Remittances . . .	16,1	...
17,000,0	16,532,2	Secretary of State's Bills .	17,166,5	16,890,3
20,011,1	21,409,6	Cash Balance, April 1st .	...	...
...	...	Ditto, March 31st .	15,475,0	17,540,2
38,154,4	39,642,8	GRAND TOTAL .	38,154,4	39,642,8

Comparison with the year 1891-92.

4. The comparison in respect of revenues with the year 1891-92 is as follows:—

Revenues.	1891-92.	1892-93.	Difference. 1892-93, greater (+)or less(—).
Principal Heads of Revenue . . .	59,517,0	61,067,4	+1,550,4
Interest	879,5	869,7	—9,8
Post Office, Telegraph, and Mint . .	2,575,7	2,736,9	+161,2
Civil Departments	1,656,2	1,607,9	—48,3
Miscellaneous	897,3	877,0	—20,3
Railways	19,938,1	19,077,1	—861,0
Irrigation	2,272,0	2,418,9	+146,9
Buildings and Roads	627,1	653,2	+26,1
Army Services	780,4	864,3	+83,9
	89,143,3	90,172,4	+1,029,1

5. The important variations under *Principal Heads of Revenue* are the following:—

Land Revenue	+939,5
Stamps	+186,4
Excise	+125,3
Provincial Rates	+203,7
Customs	—83,7
Forest	+100,7
	+1,471,9

6. Of the total increase under *Land Revenue*, Madras alone accounts for 700,4. A heavy falling off in the collections in that province occurred in 1891-92 owing to scarcity, and in the following year there was a large recovery of arrears. There was also an improvement in Burma chiefly in miscellaneous receipts in Upper Burma and in Bombay where the increase occurred in both ordinary revenue and assessments of alienated lands. Under *Opium* there was a decrease in the revenue from Malwa opium owing to smaller exports of the drug, but it was largely counterbalanced by an increase in the sale proceeds of Bengal opium which resulted from a rise in the price. The *Stamps* and *Excise* revenue showed an advance as usual in most of the provinces, while the large improvement under *Provincial Rates* occurred chiefly in Madras, the collections of the previous year having been affected by

the prevailing scarcity, and in Bengal, revaluations having been effected for the purpose of assessing the Public Works and Road Cesses. The falling off in *Customs* revenue resulted from smaller exports of rice from Bengal and Burma due chiefly to low prices in Europe. The improvement in *Forest* revenue is more than accounted for by larger sales of timber in Burma. A large importation of silver due in some measure to the expectation of the early closing of the mints enhanced the receipts under *Mint*, and the *Post Office* and *Telegraph* revenue both exhibit their normal growth. The receipts of the *Civil Departments* would also have shown a small advance but for the change in the method of recording recoveries for Dockyard services mentioned in paragraph 2. The falling off under *Miscellaneous* occurred chiefly under Gain by Exchange and Miscellaneous under which there had been some extraordinary receipts in the previous year. To the falling off of 861,0 under *Railways*, the North-Western Railway alone contributed 739,1 and the Great Indian Peninsula Railway 336,6, due in both cases chiefly to a decrease in the wheat traffic, which had been exceptionally heavy in 1891-92. There was also an appreciable decrease in the passenger traffic on the lines in Northern India, the receipts from this source having been unusually high in the previous year owing to the fair at Hurdwar. But on the other hand there was a considerable improvement in the goods traffic on the Rajputana-Malwa and Indian Midland Railways and in the traffic of all kinds on the South Indian and Burma State Railways. An extension of irrigation from the canals in the Punjab, a more favourable season for canal irrigation in Madras and Bombay, and the recovery of arrears of water rates in Bengal contributed to increase the revenue under *Irrigation*. Under *Buildings and Roads* there was a special receipt on account of the sale of the bridge of boats over the rivers Gogra and Chowka at Byramghat to the Bengal-North-Western Railway, and the receipts on account of contributions from municipalities and private parties in Bengal and Bombay were higher than in the previous year. Larger sales of Commissariat provisions, stores and malt liquor, extensive disposals of remounts, and a credit taken for the value of 260 horses carried over to Egypt by the 7th Dragoon Guards, brought in the increase in the receipts under *Army*.

7. The comparison of the expenditure side is given below. The average rate of Exchange for the Secretary of State's drawings in 1892-93 was 1*s.* 2·9847775*d.* against 1*s.* 4·7333384*d.* in 1891-92. As there was a large difference in the rates of Exchange of the two years, the increases under the different heads due to the fall in the rate of Exchange are shown separately:—

	1891-92.	1892-93.	Difference, 1892-93, greater + or less — Due to Exchange.	Due to other causes.	Total.
Direct Demands on the Revenues .	9,547,2	9,461,7	+ 5,9	— 91,4	— 85,5
Interest	4,315,2	4,374,3	+ 407,3	— 348,2	+ 59,1
Post Office, Telegraph, and Mint .	2,429,2	2,505,6	+ 41,5	+ 34,9	+ 76,4
Civil Departments	13,853,8	14,259,9	+ 104,6	+ 301,5	+ 406,1
Miscellaneous	5,046,6	5,537,9	+ 355,4	+ 135,9	+ 491,3
Famine	1,268,3	1,116,1	+ 6	— 152,8	— 152,2
Construction of Railways . .	163,2	339,5	...	+ 176,3	+ 176,3
Railways	20,253,9	20,924,1	+ 957,9	— 287,7	+ 670,2
Irrigation	2,945,0	2,940,5	+ 1	— 4,6	— 4,5
Buildings and Roads . . .	6,208,8	5,846 5	+ 21,2	— 383·5	— 362,3
Army Services	22,280,6	23,419,1	+ 818,2	+ 320,3	+ 1,138,5
Special Defence Works . .	604,9	458,0	+ 21,1	— 168,0	— 146,9
	88,916,7	91,183,2	+ 2,733,8	— 467,3	+ 2,266,5

8. The increases due to the fall in the rate of exchange require no further explanation, and it is necessary to explain only the differences shown above as due to other causes.

9. Under the *Direct Demands on the Revenues* excluding the differences due to the fall in the rate of exchange there was a decrease of 259,4 in the opium expenditure due to a smaller outturn of Bengal opium, but this was to a great extent counterbalanced by an increase of 101,2 under Land Revenue due partly to extended survey and settlement operations in Bengal and Upper Burma and partly to a general rise in the charges of District Administration, of 35,9 under Assignments and Compensations which occurred in the adjustments of alienated Land Revenue in Bombay and was due to revision of settlements and extension of cultivation, and of 21,0 under Forests due to increased charges

for establishment. The *Interest* charges in 1891-92 included a considerable amount on account of discount on the sterling loan raised in that year, while those of 1892-93 included only a small amount on account of this, and the total charges were still further reduced by the transfer of a larger portion of the interest charges in India to the Railway Revenue account in consequence of additional capital expenditure on State Railways. The charges of the *Post Office and Telegraph Departments* increased with the extended operations of the Department, and a larger coinage of silver also involved increased outlay under *Mint*. In the *Civil Departments* the charges of 1891-92 included 182,1 on account of the Census, so that the increase in the Other Charges in 1892-93 was larger than shown above. The excess was due to the payments in England on account of the construction of two troopships and a dredger, to the payment of arrears of the subsidy of the Amir of Afghanistan, to special political expenditure in the Lushai Country and on the North-Western Frontier, and to the general growth of expenditure under this group to meet the growing demands of administration. The increase in the group *Miscellaneous* was the result partly of the normal increase in the charges for pensions and partly of the new arrangement made in England regarding the payment of pensions monthly instead of quarterly as before. The Famine grant was maintained in both years at the full sum of 1,500,0, but the expenditure recorded under the head *Famine Relief and Insurance* was smaller in 1892-93 owing to an increase in the portion of the charges shown in the Railway Revenue Account on account of the net loss in working the protective railways constructed through the agency of companies, namely, the Indian Midland and the Bengal-Nagpur Railways. The increase in the net loss just mentioned was due partly to a falling off in the net traffic receipts of the railways and partly to the fall in the rate of exchange having enhanced the charges on account of interest on their capital expenditure. The increase under *Construction of Railways* is accounted for by the fact that a larger portion of the capital expenditure on Railways was met from general revenues and charged to this head. In the *Railway Revenue Account* there was a decrease in the working expenses of State Railways owing to the generally smaller traffic worked during the year, to smaller renewals of permanent-way and repairs of rolling stock on many of the lines, to smaller payments of surplus profits to the East Indian Railway and, on account of the Rajputana Malwa Railway, to the Bombay, Baroda and Central India Railway. The surplus profits of Guaranteed Railways were also smaller, and there was a special recovery from the Assam-Bengal Railway on account of the cost incurred by Government on surveys connected with the line. These decreases were, however, counterbalanced to some extent by an increase in the interest charges resulting from the progress of construction. In the *Irrigation* section a falling off in the expenditure on Minor Works was nearly met by increases in the working expenses of Major Works and in the charges for Interest on Debt. As regards *Buildings and Roads* owing to the revision of the Provincial contracts in 1892-93, the Provincial Governments assigned considerably smaller grants for expenditure under this head. In the previous year the Imperial expenditure also was high owing to the necessity for undertaking famine relief works in Upper Burma, to the execution of special repairs to the buildings at Quetta damaged by abnormal winter rains, and to the construction of the Quetta Water Works and Morgha Gomal road. Under *Army* there was specially heavy expenditure in 1891-92 in connection with the Manipur and other frontier expeditions, the cold weather field operations in Upper Burma, the preparations made to facilitate mobilisation, the augmentation of transport and the purchase of additional ordnance mules and remounts in India and of ordnance stores in England. The decrease in the expenditure in 1892-93 due to these causes was, however, more than counterbalanced by an arrear payment of 212,4 in respect of the Home charges of British forces serving in India, by a large increase in the charges for pay and pensions of non-effective and retired officers of the Indian service owing to their disbursement monthly instead of quarterly as before, by an increase in the charges for the pay of British troops which was issued at a rate of exchange of 1*s*. 4⅛*d*. in 1892-93 against 1*s*. 6⅛*d*. in 1891-92, and by the increased expenditure involved by a rise in the prices of food and forage. The expenditure on Special Defence Works is decreasing owing to the approach to completion of the important works included in the programme.

Comparison of Accounts with Budget Estimates of 1892-93.

10. The following figures exhibit the differences in the net accounts between the Budget and the Actuals, the loss due to the fall in the rate of exchange which was taken in the Budget at 1*s*. 4*d*. being shown in a separate column. The comparison of the gross figures has been given before under paragraph 3 :—

	Better + Due to fall in exchange.	Better + Due to other causes.	Worse − Net.
Principal Heads of Revenue	− 3,6	+2,027,5	+2,023,9
Interest	− 244,8	− 193,7	− 438,5
Post Office, Telegraph, and Mint	− 24,2	+ 185,4	+ 161,2
Civil Departments	− 63,1	− 72,2	− 135,3
Miscellaneous	− 204,8	− 245,0	− 449,8
Famine	− 4	+ 91,0	+ 90,6
Construction of Railways	...	− 38,0	− 38,0
Railways	− 581,6	+ 309,1	− 272,5
Irrigation	− 1	+ 181,3	+ 181,2
Buildings and Roads	− 10,1	+ 130,5	+ 120,4
Army Services	− 492,1	− 903,2	−1,395,3
Special Defence Works	− 12,8	+ 169,2	+ 156,4
Combined Deficit, Imperial and Provincial	−1,637,6	+1,641,9	+ 4,3

11. The net improvement of 2,023,9 under the *Principal Heads of Revenue* is made up of an increase of 1,199,0 in the revenue and a saving of 824,9 in the expenditure. The increase in revenue occurred principally under Opium (358,6), Land Revenue (229,8), Stamps (218,9), Excise (140,1), Salt (111,4), and Provincial Rates (83,4), while the saving in expenditure occurred chiefly under Opium (632,3), Forest (105,3) and Land Revenue (94,6). The *Interest* charges were higher owing to no provision having been made in the Budget for the discount on the new loan raised in England during the year, and for the extra expenditure involved in India by the conversion of the 4½ per cent. loans of 1878 and 1879. As regards *Post Office, Telegraph, and Mint* sufficient allowance was not made in the Budget for the expansion of the operations of the Postal and Telegraph Departments, and for the exceptionally high Silver Coinage of the year. Under *Civil Departments* the charges of the Marine and Political Departments were higher than the Budget, owing, respectively to the purchase of two troopships and a dredger, and to the payment of arrears of the Amir's subsidy, to the high charges of the North Lushai Agency and to those of some special missions on the North-Western frontier. The net result under *Miscellaneous* was worse than the Budget, owing partly to a falling off in the receipts from Gain by Exchange, and partly to an increase in the charges under Stationery and Printing and for Pensions, in consequence of the new arrangement for paying them in England monthly instead of quarterly as before. The charges actually recorded under *Famine Relief and Insurance* were smaller than the Budget, as the portion of the fixed amount, shown under the Railway Revenue Account was larger in consequence of an increase in the net charge on account of the Protective Railways. This also led to a larger amount of capital expenditure being shown under *Construction of Railways*, the grant under which was accordingly exceeded. The improvement in the *Railway Revenue Account* was derived chiefly from a brisk traffic on the Rajputana-Malwa, East Indian, and Burma Railways, counterbalanced by a falling off on the North-Western and the Bengal-Nagpur Railways, and also from the refund by the Assam-Bengal Railway of the expenditure incurred by Government on surveys connected with the line. The improvement under *Irrigation* was derived almost wholly from increased revenue under Major Works—Direct Receipts. This was due to an extension of irrigation from canals in the Punjab and North-Western Provinces and Oudh, the recovery of arrears of water rates in Bengal and to the season having been more favourable for canal irrigation in Madras and Bombay. Under *Buildings and Roads* there was a special credit on account of the sale of the ferries over the rivers Gogra and Chowka at Byram Ghat to the Bengal and North-Western Railway Company, and

there were also as usual large savings on the Budget Grants for expenditure. The increase in the *Army* charges resulted from the payment to the War Office of some arrears of the Home charges of British troops serving in India which, it was expected, would be paid in the previous year, from the introduction of the new system of paying retired and non-effective pay in England monthly instead of quarterly as before, from the charges of the Kajuri Kach Force, Kurrum Escort, Kashmere Transport, and the Lushai and other expeditions, and from a rise in the prices of food and forage. The lapse under *Special Defence Works* was caused chiefly by smaller payments in England for stores and armaments.

12. The Budget estimated for an excess expenditure of 1,015,1 on the whole account, but a sum of 1,161,7 out of the Provincial and Local Expenditure was payable from past accumulations of balances, leaving a net surplus in the Imperial account of 146,6. The accounts close with a deficit of 833,4 in the Imperial account, and a deficit in the Provincial and Local account of 177,4. The net Imperial Revenue has, therefore, been worse than the Budget by 146,6 + 833,4 or 980,0, and the Provincial and Local Expenditure has been better by 1,161,7 — 177,4 or 984,3. The details of these fluctuations are given below, the sign + meaning better and — worse than the estimate :—

	Revenue Side.			Expenditure Side.		
	Imperial.	Provincial.	Total.	Imperial.	Provincial.	Total.
Principal Heads of Revenue .	+ 741,1	+ 457,9	+ 1,199,0	+ 736,5	+ 88,4	+ 824,9
Interest	— 30,9	— 10,4	— 41,3	— 393,0	— 4,2	— 397,2
Post Office, Telegraph, and Mint .	+ 118,3	+ 6	+ 118,9	+ 40,7	+ 1,6	+ 42,3
Civil Departments . . .	— 51,4	+ 43,5	— 7,9	— 172,8	+ 45,4	— 127,4
Miscellaneous	— 107,4	+ 24,5	— 82,9	— 316,1	— 50,8	— 366,9
Famine	...	...	...	+ 14,1	+ 76,5	+ 90,6
Construction of Railways . .	...	...	...	— 82,9	+ 44,9	— 38,0
Railways	+ 179,6	+ 64,8	+ 244,4	— 505,4	— 11,5	— 516,9
Irrigation	+ 73,5	+ 128,7	+ 202,2	— 48,8	+ 27,8	— 21,0
Buildings and Roads . .	+ 7,5	+ 39,3	+ 46,8	+ 56,3	+ 17,3	+ 73,6
Army	+ 125,3	...	+ 125,3	— 1,520,6	...	— 1,520,6
Special Defence Works . .	...	...	...	+ 156,4	...	+ 156,4
Total .	+ 1,055,6	+ 748,9	+ 1,804,5	— 2,035,6	+ 235,4	— 1,800,2
Total Net .	— 980,0	+ 984,3	+ 4,3	...	...	...

13. The improvement in the Provincial Section occurred mainly in the Principal Heads of Revenue and under Irrigation. The notable items making up the difference in the Imperial Section are indicated in the following table :—

Imperial.	Better.	Worse.
Loss due to the fall in the rate of Exchange	...	1,637,6
Land Revenue net (excluding loss due to the difference in the rate of Exchange)	75,8	...
Opium ,, ,, ,, ,, ,, .	990,9	...
Salt ,, ,, ,, ,, ,, .	147,9	...
Stamps ,, ,, ,, ,, ,, .	68,0	...
Excise ,, ,, ,, ,, ,, .	118,8	...
Custom ,, ,, ,, ,, ,, .	...	76,2
Forest ,, ,, ,, ,, ,, .	72,1	...
Interest ,, ,, ,, ,, ,, .	...	179,0
Telegraph ,, ,, ,, ,, ,, .	60,7	...
Mint ,, ,, ,, ,, ,, .	87,7	...
Marine ,, ,, ,, ,, ,, .	...	114,6
Political ,, ,, ,, ,, ,, .	...	55,3
Superannuation ,, ,, ,, ,, ,, .	...	96,6
Construction of Railways ,, ,, ,, ,, .	...	82,9
Railways, Revenue ,, ,, ,, ,, .	255,8	...
Buildings and Roads ,, ,, ,, ,, .	73,8	...
Army ,, ,, ,, ,, .	...	903,2
Special Defence Works ,, ,, ,, ,, .	169,3	...
Gain by Exchange ,, ,, ,, ,, .	...	158,8
Minor Improvements under other heads ,, ,, ,, ,, .	203,4	...
	2,324,2	3,304,2
Net worse .	...	980.0

Section A.—PRINCIPAL HEADS OF REVENUE.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
59,517,0	REVENUE	59,868,4	60,937,0	61,067,4

14. The actuals exceeded the Budget Estimate by 1,199,0. Of this improvement 358,6 occurred under Opium, being due chiefly to higher prices having been realised at the sales for Bengal Opium, and 229,8 under Land Revenue, chiefly in consequence of the revision of settlements in some districts of Burma and Bombay having brought in a larger increase of revenue than was anticipated. Stamp and Excise revenue also had their normal growth, the improvements having been 218,9 and 140,1 respectively, while Salt and Provincial Rates contributed 111,4 and 83,4, the former being due to an exceptionally brisk demand for Sambhar Salt under the through traffic system, and the latter to a great extent to revaluations in Bengal. On the other hand, there was a decline of 74,2 in the revenue under Customs, due to a falling off in the exports of rice from Burma and Bengal, chiefly in consequence of the low prices of the article which prevailed in Europe during the year.

15. Compared with the actuals of the previous year there was a total improvement of 1,550,4, of which 939,5 occurred under Land Revenue, due chiefly to the low collections in Madras in the previous year owing to scarcity, which necessitated the recovery of a considerable amount of arrears in 1892-93, and led to a difference of 700,4 between the collections of the two years, and partly to a revision of settlements in Burma and Bombay. The remainder of the improvement was contributed chiefly by Stamps (186,4), Excise (125,3), Provincial Rates (203,7), and Forest (100,7).

I.—Land Revenue.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Ordinary Land Revenue.	Accounts. 1891-92	127,5	693,2	97,7	992,5	430,8	3,772,6	5,996,8	2,195,0	4,312,5	3,579,4	22,198,0
	Budget. 1892-93	119,5	689,2	105,0	943,1	428,5	3,751,5	6,082,2	2,246,6	5,002,1	3,575,5	22,943,2
	Revised. 1892-93	123,8	692,7	122,0	1 028,4	437,0	3,762,3	6,033,9	2,224,9	4,991,5	3,619,3	23,036,4
	Accounts. 1892-93	125,3	689,5	104,9	1,027,8	433,2	3,759,4	5,999,4	2,223,8	5,041,1	3,641,0	23,045,4
Assessment of Alienated Lands less Quit Rents.	Accounts. 1891-92	...	...	...	...	...	7,4	...	21,0	...	899,8	928,2
	Budget. 1892-93	...	...	...	...	...	7,8	...	20,7	...	902,9	931,4
	Revised. 1892-93	...	...	...	...	...	7,3	...	20,7	...	908,8	936,8
	Accounts. 1892-93	...	...	...	...	...	7,4	...	20,6	...	974,7	1,002,7
Capitation Tax (Burma)	Accounts. 1891-92	...	...	...	374,7	...	...	...	...	...	...	374,7
	Budget. 1892-93	...	...	...	376,0	...	...	...	...	...	...	376,0
	Revised. 1892-93	...	...	...	377,5	...	...	...	...	...	...	377,5
	Accounts. 1892-93	...	...	...	377,4	...	...	...	...	...	...	377,4
Sale of Proprietary Right, Sale of Waste Lands, etc., and Receipts for the Improvement of Government Estates.	Accounts. 1891-92	1,0	...	1	...	4	57,6	1,6	1,6	1,0	...	63,3
	Budget. 1892-93	1,6	...	...	...	4	50,6	1,0	1	1,8	...	55,5
	Revised. 1892-93	1,8	...	2	...	4	53,3	5	3,4	2,2	...	61,8
	Accounts. 1892-93	2,3	...	2	...	9	50,6	2	3,1	2,1	...	59,4
Fisheries and other Receipts classed as Miscellaneous Revenue.	Accounts. 1891-92	10,2	8,3	484,7	192,3	35,7	30,4	47,1	129,0	109,1	28,0	1,074,8
	Budget. 1892-93	7,7	3,6	550,0	185,9	36,0	29,6	44,7	83,0	104,3	29,0	1,073,8
	Revised. 1892-93	11,2	5,2	587,8	194,1	37,0	32,1	45,0	113,8	116,3	27,6	1,170,7
	Accounts. 1892-93	11,4	5,5	557,2	200,2	38,9	32,2	45,3	108,9	114,7	28,4	1,142,7
TOTAL	Accounts. 1891-92	138,7	701,5	2,142,0		466,9	3,868,0	6,045,5	2,346,6	4,422,6	4,507,2	24,639,0
	Budget. 1892-93	128,8	692,8	2,160,0		464,9	3,839,5	6,127,9	2,350,4	5,108,2	4,507,4	25,379,9
	Revised. 1892-93	136,8	697,9	2,310,0		475,0	3,855,0	6,080,0	2,362,8	5,110,0	4,555,7	25,583,2
	Accounts. 1892-93	139,0	695,0	2,267,7		473,0	3,849,6	6,044,9	2,356,4	5,157,9	4,644,1	25,627,6
Deduct—Land Revenue due to Irrigation.	Accounts. 1891-92	...	...	...		...	...	114,6	25,1	471,9	61,6	673,2
	Budget. 1892-93	...	...	...		...	...	113,1	...	500,3	91,0	704,4
	Revised. 1892-93	...	...	...		...	...	117,5	6,0	510,7	91,4	725,6
	Accounts 1892-93	...	...	...		...	...	117,5	13,7	506,8	84,3	722,3
TOTAL	Accounts. 1891-92	138,7	701,5	2,142,0		466,9	3,868,0	5,930,9	2,321,5	3,950,7	4,445,6	23,965,8
	Budget. 1892-93	128,8	692,8	2,160,0		464,9	3,839,5	6,014,8	2,350,4	4,607,9	4,416,4	24,675,5
	Revised. 1892-93	136,8	697,9	2,310,0		475,0	3,855,0	5,962,5	2,356,8	4,599,3	4,464,3	24,857,6
	Accounts. 1892-93	139,0	695,0	2,267,7		473,0	3,849,6	5,927,4	2,342,7	4,651,1	4,559,8	24,905,3

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

I.—Land Revenue—*continued.*

16. The receipts under this head exceeded by 939,5, those of the year 1891-92 in which there was a falling off in Madras owing to the prevailing scarcity. During 1892-93 there was a large recovery of arrears in Madras, this Province alone accounting for 700,4 out of the total excess of 939,5, and there was also an improvement in Burma (125,7) chiefly in miscellaneous receipts in Upper Burma and in Bombay (114,2), where both Ordinary Revenue and Assessments of Alienated Lands showed a considerable improvement. As compared with the Budget Estimate, the actuals showed an increase of 229,8, of which *Ordinary Land Revenue Collections* account for 102,2, and the *Assessment of Alienated Lands* in Bombay for 71,8; the rest of the improvement occurring in Fisheries in Lower Burma, Nazarana receipts in the Punjab, and other miscellaneous items.

17. Under *Ordinary Land Revenue* the chief item of improvement over the Budget was an increase of 84,7 in Lower Burma due to the settlement operations in Thongwa and Amherst Districts having brought an additional area of about 300,000 acres under assessment, to the rates having been enhanced from July 1892 in certain circles of the Pegu District, and to the full rate of assessment having been imposed, under orders issued during the year, upon culturable land left fallow by the owners without satisfactory reason. In Bombay there was an increase of 65,5 due to the introduction of Revised Survey Rates in Khandesh, to the postponement of revenue payable in 1891-92 owing to scarcity in Belgaum and Bijapur, which was paid this year, to the revision of settlements in several taluks in Shikarpur, and to a special receipt of 6,9 on account of sale proceeds of land on the Esplanade. In Madras there was an increase of 39,0, due to increased collection of arrears on account of the previous year. In India there was an improvement of 5,8, chiefly in Ajmere, where there was scarcity and distress in 1891-92, and in Assam of 4,7, due mainly to extension of cultivation. In Bengal there was a net improvement of 7,9 due to increased collections from Government estates, counterbalanced by a deficiency of 37,6 in the collection of fixed Revenue, chiefly in the districts of Purneah, Shahabad, Faridpur and Midnapore. On the other hand, the actuals fell short of the Budget by 82,8 in the North-Western Provinces and Oudh, owing to heavy floods in the Azamgarh District; to remissions and abatement of land revenue on deteriorated lands and in villages which had suffered from hail in the districts of Dehra Dun, Etawah, Banda, Cawnpore, and Jalaun: and to the non-realization, to their full extent, of the arrears of 1891-92. In the Punjab there was a deficiency of 22,8 as compared with the Budget, owing to delay in the introduction of revised assessments in the Lahore District and to remissions and suspensions rendered necessary by a bad harvest. In both these Provinces, however, the receipts exceeded those of 1891-92.

18. As compared with the Revised Estimate, the accounts under this head showed only a difference of 9,0 in the total, although there were larger variations in some of the Provinces. In Upper Burma the forecasts of the Revenue Officers were too sanguine; in the North-Western Provinces the anticipation that some of the deficiency in February would be made up in March was not realized; while in Bombay some advance collections caused an excess over the Revised Estimate.

19. Under *Assessment of Alienated Lands less Quit Rents*, the increase of 71,8 in Bombay was due to the introduction of Revised Survey Rates.

20. Under *Sale of Proprietary Right, Sale of Waste Lands, and Receipts for improvement of Government Estates*, there was an increase of 3,0 in the Punjab, due chiefly to a special credit of 2,9 in connection with lands on the Sohág and Para Canal, in the Montgomery District. The actuals of 1891-92 in Bengal included a special receipt of 8,1 on account of the sale-proceeds of leases under the new waste land lease rules.

21. Under *Fisheries and Miscellaneous receipts*, there was an improvement over the Budget Estimate of 3,7 in India, chiefly on account of grazing fees in Baluchistan, which show a progressing increase, and of 1,9 in the Central Provinces, due partly to larger receipts from quarries in the Saugor District. In Upper Burma the receipts exceeded those of 1891-92 by 72,5, the improvement being chiefly in the Thathameda tax and the receipts from Petroleum wells; but they fell short of the Revised Estimate by 30,6 owing to the non-realization of 40,0, due from the Ruby Mines Company. In Lower Burma there was an increase of 14,3 over the Budget, chiefly owing to better receipts from Fisheries, especially in the Mergui and Henzada Districts. In Assam there was an improvement of 2,9 in House-tax collections and in Fisheries; in Bengal an increase of 2,6, due to larger receipts from sale proceeds of trees, and from grazing collections in Jalpiguri; and in Madras an increase of 10,4 in arrear collections. In the Punjab the receipts under this head were less than in 1891-92 by 20,1. The difference occurred in the receipts connected with the Chenab colonization scheme, the sale proceeds of waste lands being 36,8 less and Nazarana and recoveries on account of cost of Survey 13,5 and 3,9 respectively more than in the preceding year. The Budget appears to have taken no account of these receipts, which explains the increase over the Budget of 25,9. The accounts of 1892-93 also include 2,1 for Judicial Record Fees which was entered in the Budget under *XVIA—Law and Justice, Courts of Law.*

22. Under *Land Revenue due to Irrigation* the increase over the previous year was chiefly due to the fact that the Revenue fell off in 1891-92, owing to large remissions granted in Madras on account of the unfavourable season and to an insufficient supply of water in the canals in Sind.

Section A.—PRINCIPAL HEADS OF REVENUE—*continued*

I.—Land Revenue—*concluded.*

23. The following statements A and B give the usual particulars regarding the distribution of Land Revenue between the Imperial and the Provincial Governments:—

A.—Transactions affecting the Distribution of Land Revenue in 1892-93.

Provinces.	Credits + Debits − to Provincial.				
	Original Assignments under contract.	Subsequent Recurring Transfers.	Special Transfers.	Miscellaneous Adjustments	Total Adjustments.
Central Provinces	+220,5	...	...	...	+220,5
Burma	+414,3	...	...	...	+414,3
Assam	−112,7	...	...	...	−112,7
Bengal	−143,9	+6,5	+2,8	...	−134,6
North-Western Provinces and Oudh	−250,6	...	...	...	−250,6
Punjab	+348,5	...	+3	...	+348,8
Madras	+325,4	...	...	+5,5	+330,9
Bombay	+771,4	−9	+5,0	...	+775,5

B.—Distribution of the Land Revenue in 1892-93.

Provinces.	Total Revenues.	Proportion assigned to Provincial Governments.	Provincial Share.	Special adjustments noted above.	Revised share.	Land Revenue not included in the Division.			Distribution of the Land Revenue.			
						Impl.	Prov.	Local.	Impl.	Prov.	Local.	Total.
Central Provinces	695,0	One-fourth	173,7	+220,5	394,2	...	...	...	300,8	394,2	...	695,0
Burma	1,603,8	One-fourth	401,0	+414,3	815,3	662,2	...	1,6	1,450,8	815,3	1,6	2,267,7
Assam	473,0	Whole	473,0	−112,7	360,3	...	...	...	112,7	360,3	...	473,0
Bengal	3,802,2	One-fourth	950,5	−134,6	815,9	...	47,4	...	2,986,3	803,3	...	3,849,6
N.-W. Provinces and Oudh	5,984,6	One-fourth	1,496,2	−250,6	1,245,6	...	57,3	3,0	4,739,0	1,302,9	3,0	6,044,9
Punjab	2,353,2	One-fourth	588,3	+348,8	937,1	...	...	3,2	1,416,1	937,1	3,2	2,356,4
Madras	5,049,9	One-fourth	1,262,4	+330,9	1,593,3	...	...	108,0	3,450,6	1,593,3	108,0	5,157,9
Bombay	3,653,2	One-fourth	913,3	+775,5	1,688,8	...	974,7	16,3	1,994,3	2,663,5	16,3	4,644,1

24. The details of the transfers are given below:—

BENGAL.

Recurring transfers.

From Imperial to Provincial.

Expenditure on Hidglee Tidal Canal	3,8	
Less—Interest payable by Provincial Government	1,8	
		2,0
Charges for Imperial buildings transferred to Districts Boards		4,5
Total		6,5

Special transfers.

From Imperial to Provincial.

Honorarium to Mr. S. Kilby, Salt Department		3,7
Deduct—		
From Provincial to Imperial.		
One-half per cent. of the net earnings of the Tirhoot State Railway		9
		2,8

This deduction will be reversed in 1893-94, the orders cancelling it having been received too late for correction of the Finance and Revenue Accounts of 1892-93.

PUNJAB.

Special transfers.

From Imperial to Provincial.

Contribution towards cost of water-supply at the Dunera encamping ground on the Pathankote-Dalhousie Road	3

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

BOMBAY.

Recurring transfers.

From Imperial to Provincial.

Contribution for preparation of Price-Currents	1	
From Provincial to Imperial.		
Interest on Imperial expenditure on the Hyderabad-Umarkot Railway	1,0	
		−9

Special transfers.

From Imperial to Provincial.

Expenditure on the Survey of the River Indus	1,4	
Moiety of the cost of the Special Commission to enquire into the working of the Deccan Agriculturists' Relief Act	2,5	
Sale proceeds of land on the Esplanade, Bombay	1,1	
		5,0

II.—Opium.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
5,949,7	Sale of Bengal Opium	5,670,0	6,091,6	6,093,3
1,839,3	Bombay Opium Pass Fees	1,746,0	1,645,0	1,670,7
	Excise Opium—			
2	India	3	2	2
23,5	Central Provinces	22,0	23,1	22,8
2,8	Burma { Upper	3,3	2,4	2,3
38,3	Burma { Lower	35,3	46,0	46,0
39,7	Assam	39,1	38,5	38,7
58,6	Bengal	56,8	57,4	56,5
47,8	North-Western Provinces and Oudh	49,7	50,2	51,5
2,9	Punjab	3,0	2,9	3,3
213,8		209,5	220,7	221,3
9,6	Miscellaneous	9,1	9,2	7,9
8,012,4	Total	7,634,6	7,966,5	7,993,2

25. The receipts from the sale of Bengal opium exceeded the estimate and the actuals of the previous year by 423,3 and 143,6, respectively. The Budget calculated upon the sale of 54,000 chests at ₹1,050 per chest, but owing to an unfavorable crop the total sales had to be reduced to 48,852 chests. The average price realised (₹1,247 a chest) was, however, considerably in excess of the estimated price, (₹1,050) and the increased receipts from this cause more than met the reduction in the quantity sold. In 1891-92 Bombay opium was exported to an unusually large amount; a large stock accordingly remained in hand in China at the end of the year, and a smaller quantity was required for export in 1892-93. Under *Excise Opium* there was an improvement of 10,7 in Lower Burma attributable to the suppression of smuggling, to increased consumption of the raw article following the stoppage of the sale of all noxious preparations therefrom, and to the consumers having laid in larger supplies in anticipation of the imposition of restrictive measures. In the North-Western Provinces and Oudh the increase was due to stoppage of smuggling and to a good harvest. The deterioration in Upper Burma was caused by large imports of foreign opium.

26. The following table gives the usual statistics for the last ten years of the produce and sales in Bengal and the exports from Bombay. The season in Bengal was an exceptionally bad one, the produce having been the lowest on record:—

Year.	Bengal. Produce of season. For export.	For Excise.	Total.	Chests sold.	Average price per Chest.	Total price.	Bombay. Chests.	Rate.	Amount.
	Chests.	Chests.	Chests.		₹	₹		₹	₹
1882-83	51,697	3,965	55,662	56,400	1,222	6,890,5	36,327	700 & 650	2,395,6
1883-84	38,214	4,318	42,532	54,400	1,250	6,803,7	38,586	650	2,508,5
1884-85	65,993	7,008	73,001	46,698	1,296	6,052,0	39,039	650	2,537,9
1885-86	64,925	5,144	70,069	50,994	1,235	6,296,0	37,677	650	2,449,0
1886-87	64,500	3,928	68,428	54,750	1,123	6,147,0	39,745⅓	650	2,583,4
1887-88	57,500	4,034	61,534	57,000	1,059	6,038,0	34,884⅓	650	2,267,5
1888-89	69,500	3,259	72,759	57,000	1,120	6,384,0	30,222⅓	650	1,964,5
1889-90	38,305	4,417	42,722	57,000*	1,136	6,473,6	29,029	650	1,886,9
1890-91	44,763	7,063	51,823	57,000	1,037	5,912,9	28,591	650 & 600	1,749,3
1891-92	44,522	4,371	48,893	56,250	1,058	5,949,7	30,654⅓	600	1,839,3
1892-93, Budget				54,000	1,050	5,670,0	29,100	600	1,746,0
1892-93, Revised				48,852	1,247	6,091,6	27,417	600	1,645,0
1892-93, Actuals	33,679	5,004	38,683	48,852	1,247	6,093,3	27,845⅓	600	1,670,7

* Excluding 27 chests issued to the Excise Department.

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

III.—Salt.

		India.	Burma. Upper.	Burma. Lower.	Bengal.	Madras.	Bombay.	Total.
Sale of Government Salt.	Accounts 1891-92	128,3	...	...	...	275,5	45,2	449,0
	Budget 1892-93	121,1	...	...	...	294,4	44,5	460,0
	Revised 1892-93	133,1	...	...	...	328,4	46,2	507,7
	Accounts 1892-93	101,6	...	...	...	34,9	47,3	183,8
Excise on Local Manufacture.	Accounts 1891-92	1,824,9	1,7	23,4	...	1,484,8	2,259,1	5,593,9
	Budget 1892-93	1,841,5	1,7	20,0	...	1,400,6	2,227,5	5,491,3
	Revised 1892-93	1,968,3	1,7	18,5	...	1,404,3	2,109,4	5,502,2
	Accounts 1892-93	1,998,6	1,5	18,5	...	1,668,4	2,130,2	5,817,2
Duty on Imported Salt.	Accounts 1891-92	...	...	135,9	2,393,4	7	15,0	2,545,0
	Budget 1892-93	...	...	153,0	2,387,0	4	1,6	2,542,0
	Revised 1892-93	...	...	136,5	2,376,0	7	74,0	2,587,2
	Accounts 1892-93	...	...	142,2	2,401,7	8	59,2	2,603,9
Miscellaneous	Accounts 1891-92	18,0	...	...	11,1	11,9	7,3	48,3
	Budget 1892-93	17,4	...	...	13,0	14,6	6,4	51,4
	Revised 1892-93	18,6	...	...	9,0	16,6	7,3	51,5
	Accounts 1892-93	17,9	...	...	8,4	17,1	7,8	51,2
Total	Accounts 1891-92	1,971,2	161,0		2,404,5	1,772,9	2,326,6	8,636,2
	Budget 1892-93	1,980,0	174,7		2,400,0	1,710,0	2,280,0	8,544,7
	Revised 1892-93	2,120,0	156,7		2,385,0	1,750,0	2,236,9	8,648,6
	Accounts 1892-93	2,118,1	162,2		2,410,1	1,721,2	2,244,5	8,656,1

27. The actuals for the past five years, during which no change in the rates of duty has occurred, have been as follows:—

	India.	Burma.	Bengal.	Madras.	Bombay.	Total.
1888-89	1,852,0	30,9	2,281,7	1,649,9	1,861,1	7,675,6
1889-90	1,959,2	132,0	2,270,7	1,756,8	2,069,0	8,187,7
1890-91	1,930,5	158,8	2,319,5	1,951,8	2,162,8	8,523,4
1891-92	1,971,2	161,0	2,404,5	1,772,9	2,326,6	8,636,2
1892-93	2,118,1	162,2	2,410,1	1,721,2	2,244,5	8,656,1

There is again a slight improvement on the whole; but the rate of improvement is gradually diminishing.

28. As compared with the Budget, there is an improvement of 111,4, mainly the outcome of an increase of 138,1 in India and a decrease of 35,5 in Bombay.

29. Changes either of administration or of classification have occurred during 1892-93, which vitiate a comparison of the results under minor heads in some of the Provinces. Thus in *Bombay* some portion of the duty hitherto collected as Excise duty has, in consequence of the termination of the Anglo-Portuguese Treaty, been transferred to duty on imported salt, as it is now collected as Customs duty at frontier stations. In *India* and *Madras* changes in classification have led to transfers of Revenue between the first two heads. In the former the receipts from the Kohat mines and the Government share of the Mundi Revenue, amounting in 1892-93 to 31,5 and in Madras the duty on Government salt, are now very properly classified as Excise duty instead of being included under the sale proceeds of Government salt.

30. Allowing for these changes the only points requiring notice are mentioned below. In *India* there was an improvement on the original estimate under sale of Government salt, of 12,0 due to increased demand for Sambhar salt under the through traffic system, and under Excise duty of 125,6 ascribable to larger sales of Sambhar as well as of the Punjab mines rock salt. In *Burma* the falling off in the receipts under Excise duty was due to the inability of the locally manufactured salt to compete with imported salt, the revenue from which was, however, adversely affected by larger importations of *ngapi* which led to the failure of the estimate. In *Bengal* the revenue from duty on imported salt is steadily progressing. The Budget counted on an increase of 11,0 over the Revised Estimate of the previous year, and the actuals exceeded the Budget by 14,7. The Revised Estimate was framed in view of the low realisations during the first 11 months, but the deficiency was more than counterbalanced by unusually heavy receipts in March. In *Madras* there was a slight fall in the total sales of Government salt, the demand for the salt of the Pandraka factory in the Hyderabad markets having been less than was anticipated. Leaving out of account the duty on Government salt transferred from the first head the receipts from excise duty showed an advance of 18,1 over the estimate, due to the high price of Government paper, which prevailed during the greater part of the year, having led to an increase in the cash

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

III.—Salt—*continued.*

sales and a diminution of sales under the credit system. This cause operated in a higher degree during 1891-92 in which the receipts were considerably higher. The increase under Miscellaneous arose from the higher rates of cess levied on Excise factories, so as to cover the large outstanding balances of the previous year and the expenditure on licensees' works incurred by Government during the year. In *Bombay* the Excise and Customs duty taken together show a falling off, the collections in 1891-92 having been exceptionally high.

IV.—Stamps.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Court-fee Stamps	Accounts 1891-92	26,2	121,9	17,4	63,4	59,1	1,095,0	520,3	264,3	416,6	303,5	2,887,7
	Budget 1892-93	29,1	116,9	18,5	63,0	61,7	1,069,2	517,0	261,7	403,0	393,0	2,843,1
	Revised 1892-93	29,7	118,6	19,6	77,4	58,9	1,119,0	538,4	262,4	451,0	329,4	3,004,4
	Accounts 1892-93	29,6	119,4	19,5	76,2	57,1	1,119,4	541,0	256,7	454,3	322,2	2,995,4
Commercial and other Stamps.	Accounts 1891-92	21,4	46,7	6,6	42,9	22,7	406,2	170,8	138,3	250,2	191,5	1,297,3
	Budget 1892-93	23,4	57,6	6,6	41,0	22,9	408,0	169,3	139,0	248,5	190,0	1,306,3
	Revised 1892-93	23,8	47,8	8,5	50,7	22,7	430,0	173,5	145,8	278,4	192,0	1,373,2
	Accounts 1892-93	22,6	49,1	8,8	48,4	24,1	431,5	172,3	149,3	271,5	196,6	1,374,2
Fines and Penalties and Miscellaneous.	Accounts 1891-92	5	9	7	1,4	3	8,8	2,4	4,3	8,0	49,8	77,1
	Budget 1892-93	3	5	6	1,3	4	12,8	2,0	4,3	8,5	49,5	80,2
	Revised 1892-93	3	5	9	1,9	4	6,0	2,1	4,3	10,6	53,6	80,6
	Accounts 1892-93	5	5	9	1,7	3	3,7	2,0	4,4	16,6	54,3	78,9
Total	Accounts 1891-92	48,1	169,5	132,4		82,1	1,510,0	693,5	406,9	674,8	544,8	4,262,1
	Budget 1892-93	52,8	175,0	131,0		85,0	1,490,0	688,3	405,0	660,0	542,5	4,229,6
	Revised 1892-93	53,8	166,9	159,0		82,0	1,535,0	714,0	412,5	740,0	575,0	4,458,2
	Accounts 1892-93	52,7	169,0	155,5		81,5	1,554,6	715,3	410,4	736,4	573,1	4,446,5

31. The revenue under this head showed, as usual, more or less, improvement in almost all the provinces. The actuals of 1892-93 exceeded those of the preceding year by 186,4 and the estimate by 218,9. To these figures Court-fees contributed 107,7. and 152,3 and commercial stamps 76,9 and 67,9 respectively. The Court-fee Revenue is of a very elastic nature and in most of the provinces in which an improvement occurred sufficient allowance for this was not made in the estimates. In Madras, however, the establishment of additional Courts of Law contributed to the improvement in the receipts, while in Bombay the advance was largely due to a special receipt of 12,7 as probate duty on the estate of a Parsi millionaire. The decline in Assam of 4,6 was due to decrease in litigation caused by an unfavorable season and scarcity in Sylhet, which contributes the bulk of the revenue in this province. The increase under *Sale of commercial and other stamps* was pretty general, the largest improvements occurring in Bengal and Madras. In the Central Provinces the deterioration compared with the estimate is only nominal. The estimate provided 12,2 on account of revenue from the sale of Forest stamps, but receipts from these were credited in the accounts to IX.—Forest. Neglecting the effects of this change in classification there was an improvement on the Estimate.

V.—Excise.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
License and distillery fees and duties for the sale of liquors and drugs.	Accounts 1891-92	91,1	229,9	38,1	249,1	97,2	945,0	465,7	169,6	1,171,0	905,3	4,362,0
	Budget 1892-93	90,6	229,0	38,7	249,2	94,3	931,0	464,1	178,8	1,197,9	890,0	4,363,6
	Revised 1892-93	101,4	230,1	47,3	257,5	103,9	976,0	488,6	176,9	1,153,0	918,3	4,453,0
	Accounts 1892-93	102,1	229,0	47,9	264,1	100,0	997,5	487,1	173,0	1,167,0	910,2	4,477,9
Opium	Accounts 1891-92	1,4	46,0	9,9	127,5	163,0	167,5	57,7	13,5	39,0	111,5	737,0
	Budget 1892-93	2,4	44,0	10,3	117,3	160,6	163,0	60,0	10,9	34,6	115,4	718,5
	Revised 1892-93	2,1	45,0	7,6	152,4	158,0	164,0	60,6	7,9	34,0	103,6	735,2
	Accounts 1892-93	2,2	44,5	8,0	134,6	158,7	160,9	62,1	9,0	40,3	107,5	747,8
Other Receipts	Accounts 1891-92	1,1	1,5	1	1	1	9	9	8	4,0	8,7	18,2
	Budget 1892-93	5	2,0	2	1	1	1,0	9	2	7,5	7,8	20,3
	Revised 1892-93	5	1,4	1	1	1	1,0	8	3	3,0	8,1	15,4
	Accounts 1892-93	6	2,1	1	...	...	1,1	7	3	3,9	8,0	16,8
Total	Accounts 1891-92	93,6	277,4	424,8		260,3	1,113,4	524,3	183,9	1,214,0	1,025,5	5,117,2
	Budget 1892-93	93,5	275,0	415,8		255,0	1,095,0	525,0	189,9	1,240,0	1,013,2	5,169,4
	Revised 1892-93	104,0	276,5	465,0		262,0	1,141,0	550,0	185,1	1,190,0	1,030,0	5,203,6
	Accounts 1892-93	104,9	275,6	474,7		258,7	1,159,5	549,9	182,3	1,211,2	1,025,7	5,242,5

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

V.—Excise—*continued.*

32. Except a fall of 1,6 in Assam, 1,6 in the Punjab and 2,8 in Madras, due in all cases to temporary causes, the Excise revenue showed an advance in all the provinces, the total increase over the actuals of the preceding year having been 125,3. The estimate of the year was also exceeded by 140,1.

33. In *India* the improvement under license and distillery fees resulted partly from the growth of revenue in Baluchistan, and partly from the enhancement of the rate of still-head duty from ₹3-5 to ₹4 per gallon in Bangalore. In the *Central Provinces* the revenue was swelled in 1891-92 by advance collections in some of the districts. The estimate for *Lower Burma*, which was based on the actuals of the previous year, was cautiously framed, as it was expected that the introduction of restrictive measures then in contemplation would diminish the revenue. The prohibition of the sale of noxious preparations of opium and their consumption in the shops operated to diminish the revenue from opium license-fees by 6,5, which, however, was more than counterbalanced by an increase in the license-fees, for sale of foreign liquor and tari, distillery fees and duty on Madras liquor. In *Upper Burma* the increase under *License and Distillery fees and Duties* is attributed to larger sales from the Mandalay distilleries in consequence of the closing of the Rangoon distillery. The decline in receipts from excise opium was due to larger importations of foreign opium. In *Assam* the estimate anticipated a considerable falling off in the revenue from license and distillery fees consequent on the failure of the ganja crop in Rajshahi, whence Assam obtains its supply; the actuals however turned out better. *Bengal* as in the previous year showed the greatest increase: the actuals for 1891-92 were exceeded by 46,1 and the estimate by 64,5. The improvement was chiefly under License fees for sale of liquors and drugs other than opium and under still-head duty. In the *North-Western Provinces and Oudh* the increase is almost entirely under still-head duty and is due to enhancement of rates and the introduction of differential rates of still-head duty in lieu of uniform rates. In the *Punjab*, the Budget counted on the normal improvement in the revenue derived from license and distillery fees, but owing to the extraordinary unhealthiness which prevailed during the latter half of 1892-93, only a portion of the improvement was realized. The variations under Opium arose chiefly from the inclusion in the actuals for 1891-92 and in the estimates, of the duty on Malwa opium imported into the Native States in the Punjab, the repayments to the Native States having been charged to Refunds, whereas in the accounts for 1892-93 the net revenue only has been credited. In *Madras* the decline in receipts from license and distillery fees was caused by a falling off in the realisations from excise duty on country spirits and rentals owing to an unfavorable season. The improvement under Opium has accrued from an increase in the transport duty on imported opium. The decline in Other Receipts was owing to the revenue from fines having been less than anticipated. In *Bombay* the estimate was cautiously framed in anticipation of bad harvests in some districts checking the consumption of liquor. The Revised was raised a little too high with reference to the comparatively large receipts during the earlier months, which however were not maintained throughout.

VI.—Provincial Rates.

		India.	Central Provinces.	Burma, Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
District and Local Rates and Cesses.	Accounts 1891-92	1,8	...	99,8	54,8	...	451,2	217,6	453,2	266,8	1,545,2
	Budget 1892-93	1,4	...	93,3	54,7	...	451,4	218,9	490,6	268,0	1,578,3
	Revised 1892-93	1,4	...	100,0	55,7	...	451,7	219,6	498,9	264,0	1,591,3
	Accounts 1892-93	2,1	...	102,1	55,0	...	450,7	221,4	515,8	265,5	1,612,6
Village Service, Patwari and Chowkidari Cesses.	Accounts 1891-92	2,7	47,2	...	...	...	275,1	125,0	290,3	37,3	777,6
	Budget 1892-93	3,0	47,2	...	...	...	274,2	127,1	390,8	42,0	884,3
	Revised 1892-93	3,0	47,2	...	...	...	277,5	127,3	390,0	38,0	883,0
	Accounts 1892-93	3,2	45,7	...	...	...	270,3	128,7	390,7	36,4	881,0
Education Cess	Accounts 1891-92	6	15,1	...	...	...	14,7	...	...	...	30,4
	Budget 1892-93	6	14,9	...	...	...	14,7	...	...	...	30,2
	Revised 1892-93	6	14,9	...	...	...	14,7	...	...	...	30,2
	Accounts 1892-93	6	15,1	...	...	...	14,7	...	...	...	30,4
Road Cess	Accounts 1891-92	...	16,7	...	..	398,1	4,8	...	...	...	419,6
	Budget 1892-93	...	16,4	...	...	390,0	4,8	...	...	...	411,2
	Revised 1892-93	...	16,5	...	...	386,0	4,8	...	...	...	407,3
	Accounts 1892-93	...	16,7	...	...	409,5	4,8	...	...	...	431,0
Public Works Cess.	Accounts 1891-92	...	...	...	...	408,0	...	...	5,8	...	413,8
	Budget 1892-93	...	...	...	...	398,0	...	..	5,9	...	403,9
	Revised 1892-93	...	...	...	...	413,0	...	...	6,1	...	419,1
	Accounts 1892-93	...	...	...	...	419,5	...	...	6,2	...	425,7
Famine Insurance Canals, and Railways.	Accounts 1891-92	...	14,6	...	...	...	170,4	54,4	...	...	239,4
	Budget 1892-93	...	14,6	...	...	...	170,4	54,7	...	...	239,7
	Revised 1892-93	...	14,6	...	...	...	170,5	54,9	...	...	240,0
	Accounts 1892-93	...	14,8	...	...	...	170,0	55,3	...	...	240,1

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

VI.—Provincial Rates—*continued.*

		India.	Central Provinces.	Burma, Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rate on Wards' Estates.	Accounts 1891-92	...	2,6	...	...	8,0	...	2,0	...	...	12,6
	Budget 1892-93	...	2,8	...	...	6,7	...	1,8	...	...	11,3
	Revised 1892-93	...	3,1	...	...	8,0	...	2,7	...	...	13,8
	Accounts 1892-93	...	3,4	...	...	7,7	...	2,9	...	...	14,0
District Post Cess	Accounts 1891-92	...	3,8	...	...	36,5	3,7	...	...	...	44,0
	Budget 1892-93	...	3,7	...	...	37,0	3,7	...	...	...	44,4
	Revised 1892-93	...	3,7	...	...	33,0	3,7	...	...	...	40,4
	Accounts 1892-93	...	3,8	...	...	43,8	3,7	...	...	...	51,3
Original Rates in Oudh.	Accounts 1891-92	...	...	...	...	...	18,4	...	...	...	18,4
	Budget 1892-93	...	...	...	...	...	18,4	...	...	...	18,4
	Revised 1892-93	...	...	...	...	...	18,5	...	...	...	18,5
	Accounts 1892-93	...	...	...	...	...	18,3	...	...	...	18,3
Other Miscellaneous Cesses.	Accounts 1891-92	1,8	...	...	...	...	...	...	...	...	1,8
	Budget 1892-93	1,4	...	...	...	...	...	...	...	...	1,4
	Revised 1892-93	1,7	...	...	...	...	...	4	...	...	2,1
	Accounts 1892-93	1,5	...	...	...	...	...	6	...	...	2,1
TOTAL	Accounts 1891-92	6,9	100,0	99,8	54,8	850,6	938,3	399,0	749,3	304,1	3,502,8
	Budget 1892-93	6,4	99,6	93,3	54,7	831,7	937,6	402,5	887,3	310,0	3,623,1
	Revised 1892-93	6,7	100,0	100,0	55,7	840,0	941,4	404,9	895,0	302,0	3,645,7
	Accounts 1892-93	7,4	99,5	102,1	55,0	880,5	938,5	408,9	912,7	301,9	3,706,5

84. The total receipts under this head show an improvement of 83,4 over the Budget, of which 48,8 occurred in Bengal, 25,4 in Madras, and 8,8 in Lower Burma. *Bombay* showed a falling-off of 8,1, In other provinces the actuals corresponded closely with the estimate. In *Bengal* the increase occurred chiefly under road-cess and public works cess in consequence of revaluations. In *Madras* the increase as compared with the Budget is accounted for by the normal growth of the revenue; the collections in 1891-92 were abnormally low owing to the scarcity which prevailed in several districts. In *Burma* the improvement under this head followed that in the land revenue collections. In *Bombay* the estimate anticipated an advance upon the good results of 1891-92, which was however not realised.

VII.—Customs.

		Burma, Lower.	Bengal.	Madras.	Bombay.	TOTAL.
Sea Customs—Import Duties	Accounts 1891-92	95,2	280,9	121,5	298,9	796,5
	Budget 1892-93	105,8	276,3	123,7	306,0	811,8
	Revised 1892-93	100,0	305,0	121,0	303,6	829,6
	Accounts 1892-93	113,8	310,6	116,7	303,1	844,2
Sea Customs—Export Duties	Accounts 1891-92	596,1	224,3	34,3	27,2	881,9
	Budget 1892-93	575,0	208,0	41,8	30,2	855,0
	Revised 1892-93	500,0	190,0	37,0	31,5	758,5
	Accounts 1892-93	483,6	189,7	36,9	33,1	743,3
Land Customs and Miscellaneous	Accounts 1891-92	2,0	5,7	8,2	7,0	22,9
	Budget 1892-93	2,1	5,7	10,8	6,4	25,0
	Revised 1892-93	2,2	5,0	12,0	9,5	28,7
	Accounts 1892-93	2,6	5,1	12,8	9,6	30,1
TOTAL	Accounts 1891-92	693,3	510,9	164,0	333,1	1,701,3
	Budget 1892-93	682,9	490,0	176,3	342,6	1,691,8
	Revised 1892-93	602,2	500,0	170,0	344,6	1,616,8
	Accounts 1892-93	600,0	505,4	166,4	345,8	1,617,6

35. There was a falling off of 74,2 as compared with the Budget, and of 83,7 as compared with the actuals of the previous year. The fall occurred entirely under Export duties, there being a considerable increase from Import duties. In *Burma* and *Bengal* the import duties yielded larger revenues than

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

VII.—Customs—*continued.*

anticipated, owing to an increase in the imports of kerosine-oil, liquor and wines. On the other hand, there was a falling off in the export duties in both the provinces on account of low prices in Europe, aggravated in the case of Burma by combination amongst merchants to keep local prices down, and in that of Bengal by the rice crop having been below the average. The decrease in *Madras* under the first head was due to a decline in the imports of kerosine-oil and Colombo arrack, and under the second to a fall in the exports of rice from Tanjore. There was an advance, however, upon the actuals of the previous year, chiefly in consequence of the collection of duty on the exports of rice to Goa on the termination of the Anglo-Portuguese Treaty. The improvement under the last minor head is attributed partly to the large quantities of rice which paid land customs for shipment at Karikal, which now offers greater facilities for exportation than British Indian Ports, and partly to the confiscation in Madras under the Merchandise Marks Act of piece-goods of the value of 1,2. In *Bombay*, in spite of smaller importations of liquor, and petroleum in Sind, owing, in the former case, to the growing popularity of country spirits from their cheapness, the importations of brandy and whiskey in the presidency proper were large enough to secure an improvement over the previous year. The improvement under export duties was obtained from larger exports of rice to Mauritius, Zanzibar, Mozambique, Aden, Muscat, and Ceylon, which were checked in 1891-92 by the high prices prevailing in Bombay. The increase under the last head was due chiefly to the duties collected in consequence of the termination of the Anglo-Portuguese Treaty.

VIII.—Assessed Taxes.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
217,6	India	213,5	219,1	215,8
44,4	Central Provinces	46,4	48,0	49,1
7,9	Burma—Upper	7,9	8,2	8,2
59,0	Burma—Lower	53,5	59,0	61,2
22,1	Assam	22,1	22,8	22,6
430,8	Bengal	430,0	431,0	422,8
221,9	N.-W. Provinces and Oudh	223,0	222,5	225,6
119,8	Punjab	120,0	122,5	121.8
173,6	Madras	172,5	175,0	185,3
355,7	Bombay	356,3	375,0	373,8
1,652,8	TOTAL	1,645,2	1,683,1	1,686,2

36. The receipts under this head showed an improvement over the Budget Estimate of 41,0; and over the accounts of 1891-92 of 33,4. The improvement was general and is attributed to more careful assessment. The chief items of increase are 7,7 in *Lower Burma*, 12,8 in *Madras*, and 17,5 in *Bombay*. The improvement in the last-mentioned Province occurred chiefly in the tax on surplus profits of Railways and on profits of Companies. In *Bengal* the receipts showed a progressive increase from 1888-89 to 1891-92, but fell off in 1892-93. This is attributed to the figures of 1891-92 having been inflated by arrear collections.

37. As usual the *India* figures include, in addition to the collections made in the districts directly administered by the Government of India, the recoveries in the Non-civil Departments from the salaries of Government officers. The details are given below :—

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
100,3	Civil Department, India	96,6	101,4	97,5
51,5	Military Department	51,5	51,2	51,0
49,6	Public Works Department	49,0	50,2	51,1
2,1	Marine Department	2,1	2,0	1,9
6,5	Post Office Department	6,6	6,6	6,6
7,6	Telegraph Department	7,7	7,7	7,7
217,6	TOTAL AS ABOVE	213,5	219,1	215,8

The variations do not call for any special remarks.

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

IX.—Forest Revenue.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
I													
Timber and other produce removed by Government Agency.	Accounts	1891-92	39,3	7,6	9,4	189,6	1,4	4,2	75,3	67,2	38,8	160,1	592,9
	Budget	1892-93	37,5	9,2	17,3	181,5	5,1	5,9	77,4	69,2	45,1	192,4	640,6
	Revised	1892-93	50,1	10,1	6,7	235,3	2,8	3,1	76,4	52,1	43,1	169,7	649,4
	Accounts	1892-93	49,3	5,8	1,2	221,0	7	2,6	63,6	52,4	33,0	161,1	590,7
II													
Timber and other produce removed by consumers or purchasers.	Accounts	1891-92	9,1	123,6	117,1	61,6	26,2	69,5	91,3	29,6	124,3	155,7	808,0
	Budget	1892-93	6,8	115,2	182,6	49,2	24,1	72,1	88,3	22,3	140,7	148,5	849,8
	Revised	1892-93	8,3	115,2	194,7	83,6	26,0	67,7	95,1	24,7	128,6	153,6	897,5
	Accounts	1892-93	7,3	112,9	199,5	92,3	30,1	66,9	94,9	24,5	118,1	153,7	900,2
III													
Other Receipts	Accounts	1891-92	2,0	4,8	6,3	34,6	6,0	5 3	6,6	5,2	6,3	12,6	89,7
	Budget	1892-93	1,7	3,1	5,1	31,3	5,6	5,2	6,3	3.5	4,2	10,8	76,8
	Revised	1892-93	1,6	3,4	6,1	33,1	5.5	4.2	6,0	4,4	4,7	11,7	80,7
	Accounts	1892-93	1,7	4.4	7,0	45.0	7,5	5,0	6,7	4,4	6,6	12,1	100,4
TOTAL	Accounts	1891-92	50,4	136,0	418,6		33,6	79,0	173,2	102,0	169.4	328,4	1,490,6
	Budget	1892-93	46,0	127,5	467,0		34.8	83,2	172,0	95.0	190 0	351,7	1,567,2
	Revised	1892-93	60,0	128,7	559.5		34,3	75,0	177.5	81,2	176,4	335,0	1,627,6
	Accounts	1892-93	58,3	123.1	566,0		38,3	74.5	165,2	81,3	157,7	326,9	1,591,3

38. The accounts of 1892-93 showed an improvement in the Revenue under this head of 24,1 over the Budget Estimate, and of 100,7 over the accounts of 1891-92. The whole of this improvement is more than accounted for by larger receipts in Lower Burma, where there was an increase of 99,0 over the Budget Estimate, and of 147,4 over the accounts of 1891-92, due to larger sales of timber. In Bengal, Central Provinces, North-Western Provinces and Oudh, Punjab, Madras, and Bombay there was a considerable decline, the reasons for which are explained in detail below. The Revised Estimate of the year also proved too sanguine in Madras, North-Western Provinces and Oudh and Bombay.

39. Under *Timber and other produce removed by Government Agency* there was a total deficiency of 49,9 as compared with the Budget, but this deficiency was more than covered by an increase of 50,4 under *Timber, etc., removed by consumers and purchasers*. The two heads are to a certain extent complementary to each other, the operations of Government agencies contracting and expanding as private agencies are more or less active. Taking the two heads together the special features are noticed below. In India the improvement was mainly due to the sale in London at better prices of larger cargoes of timber from the Andamans, and an increase in the sales of Sandal wood at Coorg. In the Central Provinces the deficiency was due partly to the myrabolams of the previous year's collection not having been sold in consequence of a great fall in prices. In Assam the small improvement was due to the demand for sleepers for the Bengal-Assam Railway. In Lower Burma the large improvement of 39,5 under Head I was due to larger sales in Pegu and a rise in prices in Tenasserim, and that of 43,1 under Head II, was due to a large outturn of teak extracted by Messrs. Macgregor and Co.; to fees for removing bamboos from unreserved forests, which were introduced after the preparation of the Budget; and to enhanced rates for the extraction of Thingum boat hulls. In Bengal the receipts under Head I fell off owing to the closing of the Darjeeling Fuel Depôt and the Julpiguri and Buxa Timber Depôts, while the decrease under Head II was partly due to the check on consumption caused by the introduction of enhanced rates in the Sunderbuns Division. In the North-Western Provinces and Oudh the receipts were less owing to the Rajputana-Malwa Railway having taken over a smaller quantity of sleepers; to the price of sleepers sold to the North-Western Railway not having been credited in the accounts of the year; and to a smaller supply of fuel to the Commissariat Department. In the Punjab the receipts were less owing to general dullness of the market and to the delivery of less fuel than was expected to the North-Western Railway. In Madras the revenue was affected by the scarcity of the previous year, and by the unfavourable season in some districts. In Bombay the large increase anticipated was not realized and the actuals differed but slightly from those of the previous year.

40. Under *Other Receipts* there was an increase of 23,6, of which 13,7 occurred in Lower Burma, and was due to the brisk demand for foreign teak timber; to larger revenue from sawpit licenses; and to an increase in the number of cases compounded by Forest Officers.

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

X.—Registration.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Beng.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	Total.
Fees for registering Documents.	Accounts 1891-92	1,7	6,7	6	3,8	4,4	127,7	26,3	19,7	102,3	51,8	345,0
	Budget 1892-93	1,7	6,5	6	3,6	4,5	130,5	27,0	19,4	107,8	50,0	351,6
	Revised 1892-93	2,0	6,9	6	5,0	4,5	135,3	26,8	24,4	113.0	54,1	372,6
	Accounts 1892-93	2,0	6,8	6	5,1	4,3	137,9	27,1	24,2	111,3	55,1	374,4
Fees for copies of registered Documents.	Accounts 1891-92	2	2,8	...	1	1	2,3	10,0	5,2	2,9	9	24,5
	Budget 1892-93	2	2,7	...	1	1	2,2	10,2	4,9	2,7	8	23,9
	Revised 1892-93	1	2,9	...	1	1	2,2	10,2	6,5	3,2	8	26,1
	Accounts 1892-93	2	2,9	...	1	1	2,0	10,2	6,6	3,2	9	26,2
Other Receipts	Accounts 1891-92	1	1,6	...	2	...	3.4	4,1	1,6	18,2	1,1	30,3
	Budget 1892-93	1	1,5	...	2	...	3,3	4,0	1,3	5.5	8	16,7
	Revised 1892-93	1	1,4	...	3	...	3,5	4,2	1,6	19,8	1,1	32,0
	Accounts 1892-93	1	1,5	...	3	...	3,5	4,0	1,6	17,4	1,1	29,5
Total	Accounts 1891-92	2,0	11,1	4,7		4,5	133,4	40,4	26,5	123,4	53,8	399.8
	Budget 1892-93	2,0	10,7	4,5		4,6	136,0	41,2	25,0	116,0	51,6	392,2
	Revised 1892-93	2,2	11,2	6,0		4,6	141,0	41,2	32,5	136,0	56,0	430,7
	Accounts 1892-93	2,3	11.2	6,1		4,4	143,4	41,3	32,4	131,9	57,1	430,1

41. Excepting a slight decline in *Assam* due to scarcity in Sylhet, the receipts under this head show an advance in all the provinces on the actuals for the preceding year as well as upon the Budget Estimate of 1892-93. With the multiplication of sub-registry offices and the progress of the country in education and prosperity, the importance of registration is being more and more appreciated. In *Bombay* the number of registrations increased from 296,057 in 1891-92 to 314,691 in 1892-93. In the *Punjab* a great impetus was given to registration by a decision of the Chief Court giving priority to registered documents over unregistered documents, which has created an impression in the public mind that no deed affecting immovable property is safe unless registered. In *Madras* the striking increase noticeable under Other Receipts proceeded from the recovery of fees on the numerous searches instituted in registration offices in connection with the grant of advances under the Land Improvement Act. It was expected that the receipts from this special source, which merely result from a payment from one pocket into another (see paragraph 47), would fall off, and a low figure was consequently taken in the Budget; but they continued at a high level during the year; and in the Revised an excess over the previous year's figure was anticipated, which was not, however, realized owing to the restrictions imposed latterly by the Government on the grant of loans.

XI.—Tributes from Native States.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Tributes and Contributions of ₹5,000 and over—			
	India—			
16,5	Oodeypur	20,0	23,5	18,5
9,8	Jodhpur	9,8	9,8	9,8
40,0	Jeypur	40,0	40,0	40,0
18,5	Kotah	18,5	18,5	18,5
12,0	Boondee	12,0	12,0	12,0
8,0	Jhallawar	8,0	8,0	8,0
6,6	Rutlam	6,6	6,6	6,6
10,8	Nizam (Maharatta Chouth)	10,8	10,8	10,8
	Punjab—			
10,0	Mundee	10,0	10,0	10,0
13,1	Kupurthalla	13,1	13,1	13,1
	Madras—			
78,3	Travancore	78,3	78,3	78,3
245,0	Mysore	245,0	245,0	245,0
20,0	Cochin	20,0	20,0	20,0
	Bombay—			
55,4	Kathiawar	55,3	56,9	56,4
18,7	Kutch	18,7	18,7	18,7
38,4	Baroda State	28,6	37,5	37,1

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

XI.—Tributes from Native States—*continued.*

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Contributions for Special Military Forces—			
	India—			
18,2	Bhopal Levy (Bhopal)	18,2	18,2	18,2
19,2	Malwa Contingent (Dewas, Jowrah)	19,2	19,2	19,2
11,5	Erinpura Irregular Force	11,5	11,5	11,5
20,0	Deolee Irregular Force	20,0	20,0	20,0
3,4	Malwa Bheel Corps	3,4	3,4	3,4
	Bombay—			
8,2	Southern Mahratta Horse	8,2	8,2	9,7
	Tributes and Contributions under ₹5,000—			
21,1	India	20,9	20,9	22,0
22,6	Central Provinces	24,5	23,6	24,4
34,3	Burma, Upper	27,2	41,2	39,6
...	Assam	...	8,1	3,1
5,0	Punjab	4,7	4,6	4,5
1,6	Madras	1,6	1,6	1,6
5,5	Bombay	5,9	5,9	6,4
	Fees on Succession to Native States—			
3,4	India	6	8	8
5	Central Provinces	1,0	1,3	1,8
...	Punjab	...	9	9
4	Bombay	5	5	2
219,0	Total India	219,5	223,2	219,3
23,1	„ Central Provinces	25,5	24,9	26,2
34,3	„ Burma	27,2	41,2	39,6
...	„ Assam	...	8,1	3,1
28,1	„ Punjab	27,8	28,6	28,5
344,9	„ Madras	344,9	344,9	344,9
126,6	„ Bombay	117,2	127,7	128,5
776,0	GRAND TOTAL	762,1	798,6	790,1

42. The receipts under this head are for the most part fixed. The fluctuations that are observable arise either from the non-payment of dues, or from collections in advance or arrears. In the case of Oodeypur the Budget was fixed at the amount payable by the Durbar, but as the payment in the preceding year fell in arrear by 3,5, the Revised was raised by that amount. The actual payment however was short by 5,0. The excess in Kathiawar tribute was due to realisations of arrears. The fluctuations in the contribution from the Baroda State were caused (1) by the inclusion in the actuals for 1891-92 of an arrear realisation of 9; (2) by the deduction of 8,9 in the Budget in view of the claim of the Durbar for the maintenance of the contingent after its nominal disbandment, which was not however settled before the end of the year; (3) by non-payment of 4 within the year by some minor states in the Mahi Kanta Agency. As regards "Tributes and Contributions under 5,000," the variations in *Burma* were caused chiefly by larger collections from the Shan States. In *Assam* the tribute from the Manipur State of 5,0, provided in the Revised, was not paid till the next year.

Section A.—DIRECT DEMANDS ON THE REVENUE.

1891-92. Accounts.		Budget	1892-93. Revised.	Accounts.
9,547,2	EXPENDITURE	10,286,6	9,463,6	9,461,7

43. The expenditure in this section showed a saving of 824,9 on the Budget and of 85,5 compared with the actuals of 1891-92. Of the saving on the Budget 632,3 occurred under Opium, due to a very unfavourable crop in Bengal; 105,3 under Forest, due partly to the Estimate having been placed too high, and partly to a contraction of departmental operations in consequence of a slackness in the demand for timber, and 94,6 under Land Revenue, which occurred chiefly in Allowances to District and Village Officers. On the other hand there was an increase of 52,1 under Assignments and Compensations, which occurred in the adjustments of Alienated Land Revenue in Bombay, and was due to revision of settlements and extension of cultivation. The decrease compared with the actuals of the previous year is the net outcome of a decrease of 259,3 under Opium and of increases of 101,3 under Land Revenue, due partly to extended survey and settlement operations in Bengal and Upper Burma, and partly to a general rise in the charges of District Administration; of 35,9 under Assignments and Compensations, due principally to the cause which occasioned the difference between the Actuals and the Budget; of 21,3 under Forests, due to increased charges for establishment and of petty increases under most of the other heads.

I.—Refunds and Drawbacks.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Land Revenue	Accounts	1891-92	7	7	2,7	2,1	3	8,6	5,9	9,5	18,1	15,9	64,5
	Budget	1892-93	5	5	3,2	2,3	5	5,0	4,9	3,0	12,0	15,1	47,0
	Revised	1892-93	7	4	2,8	2,2	3	4,3	8,9	4,3	18,0	15,6	57,5
	Accounts	1892-93	7	3	2,6	2,2	4	4,8	9,0	3,5	15,7	15,8	55,0
Salt	Accounts	1891-92	3,2	...	...	2,2	...	20,1	...	...	1,3	11,3	38,1
	Budget	1892-93	3,0	...	...	2,5	...	22,5	...	...	9	10,8	39,7
	Revised	1892-93	2,3	...	...	1,8	...	18,0	...	...	1,0	10,8	33,9
	Accounts	1892-93	2,2	...	...	1,8	...	15,5	...	...	1	10,4	30,0
Stamps	Accounts	1891-92	5	1,1	4	8	5	13,3	9,1	3,5	8,1	9,9	47,2
	Budget	1892-93	4	1,3	5	1,0	5	12,9	9,4	3,5	8,0	9,4	46,9
	Revised	1892-93	5	1,6	4	1,0	4	13,5	8,5	4,2	8,4	9,8	48,3
	Accounts	1892-93	5	1,5	4	1,2	4	14,6	8,9	4,3	9,3	12,6	53,7
Customs	Accounts	1891-92	...	...	...	12,1	...	23,4	...	...	3,6	7,9	47,0
	Budget	1892-93	...	...	...	12,1	...	16,1	...	...	4,0	23,1	55,3
	Revised	1892-93	...	...	...	9,8	...	18,8	...	...	3,6	27,3	59,5
	Accounts	1892-93	...	...	...	8,8	...	18,3	...	...	3,9	27,9	58,9
Assessed Taxes	Accounts	1891-92	9	2	...	1,7	1	4,4	2,1	1,4	1,5	2,4	14,7
	Budget	1892-93	8	3	...	1,7	1	4,0	2,1	1,2	1,2	2,8	14,2
	Revised	1892-93	1,0	3	...	5	1	5,5	2,1	1,2	1,8	4,3	16,8
	Accounts	1892-93	9	5	...	4	1	5,2	2,1	9	1,5	4,0	15,6
Other Revenue Refunds.	Accounts	1891-92	1	4	3,4	2	3	2,2	3,4	3,5	5,6	23,8	42,9
	Budget	1892-93	...	2	6	4	7	4,1	1,9	3,3	4,0	24,4	39,6
	Revised	1892-93	...	2	3	1,3	1,0	3,1	4,5	1,8	5,6	24,1	41,9
	Accounts	1892-93	...	2	2	9	1,0	2,5	4,8	4,2	5,1	25,2	44,1
TOTAL	Accounts	1891-92	5,4	2,4	25,6		1,2	72,0	20,5	17,9	38,2	71,2	254,4
	Budget	1892-93	4,7	2,3	24,3		1,8	64,6	18,3	11,0	30,1	85,6	242,7
	Revised	1892-93	4,5	2,5	20,1		1,8	63,2	24,0	11,5	38,4	91,9	257,9
	Accounts	1892-93	4,3	2,5	18,5		1,9	60,9	24,8	12,9	35,6	95,9	257,3

44. The charges under this head, on account of their fluctuating character, do not admit of an accurate forecast, but a few of the principal variations are noticed below. In *Bombay*, where the largest divergence occurs, the excess over the estimate under Stamps was caused by the refund to the Bombay Port Trust of 3,1 in connection with the composition of stamp duty chargeable on their debentures. In the case of Customs the difference is explained by the fact that while the estimate provided for the payment of only 16,5 as the share of the Portuguese Indian Government of the common Customs receipts, the amount actually paid was 19,5. In 1891-92 there was no payment on this account. The

Section A—DIRECT DEMANDS ON THE REVENUE—*continued.*

1.—Refunds and Drawbacks—*continued.*

excess under Assessed Taxes was caused by a special refund of 1,5 of the tax recovered from the employés of the Great Indian Peninsula Railway residing in the Berars and the Nizam's dominions. The increase under Other Revenue Refunds arose from the payment of 8 on account of 1 anna cess to the Thakore Sahib of Limdi, in accordance with the decision of the Secretary of State. The difference in the results of the two years under Salt is due to a special payment of 1,1 in Goa in 1891-92, in connection with the disallowance of the purchase of the stock of Salt on the termination of the Anglo-Portuguese Treaty, which was referred to in the last Report. In the *North-Western Provinces and Oudh* the refunds of Land Revenue were inflated by special payments made in certain districts under orders of the Local Government; while the excess under the last head is due to larger refunds of Local and Patwari rates and of advance payments made for Excise settlements which were subsequently cancelled. The only other province in which there has been excess expenditure is *Madras*, where the excess is attributed to the variable character of the charges under this head, but the Budget appears to have been pitched too low. The differences in other provinces do not call for special notice.

2.—Assignments and Compensations.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.	
	INDIA—				
	Salt and other Compensations—				
96,1	Jodhpur State	96,1	96,1	96,1	
68,8	Jeypur State	68,8	68,8	68,8	
31,3	Gwalior	31,3	31,3	31,3	
15,1	Bhurtpur	15,1	15,0	15,0	
12,5	Ulwar	12,5	12,5	12,5	
8,0	Bhawalpur	8,0	8,0	8,0	
6,0	Dholepur	6,0	6,0	6,0	
19,9	Meywar	20,4	20,4	13,0	
6,2	Indore	6,2	6,2	6,2	
23,2	Jodhpur and Jeypur States under the Sambhar Lake Treaty	21,0	19,6	19,2	
26,0	Other Compensations	26,3	26,1	26,3	
313,1		311,7	310,0	302,4	
	CENTRAL PROVINCES—				
6,2	Compensations	6,6	6,4	6,2	
	ASSAM—				
3,1	Compensations	3,7	3,7	3,1	
	BENGAL—				
	Salt Compensations payable under convention with the French Government in lieu of salt formerly supplied to them	2,0	2,0	2,0	
2,0	Bhooteas for the resumption of the Doars, Assam	5,0	5,0	5,0	
5,0	Other Compensations, etc.	21,5	23,5	23,9	
23,7		28,5	30,5	30,9	
30,7					
	N.-W. PROVINCES AND OUDH—				
37,1	Compensations, etc.	29,9	33,5	38,0	
	PUNJAB—				
15,7	Compensations, etc.	14,6	14,8	15,2	
	MADRAS—				
	Salt Compensations to French Government, etc.	44,0	44,0	44,8	
43,9	Compensation to Travancore and Cochin on account of Customs Revenue	15,0	14,9	14,9	
15,0	Compensations in lieu of Resumed Lands	23,8	23,8	22,3	
	Allowances to Inamdars and other Grantees	28,5	28,5	28,2	
24,0	Other Compensations	6,2	6,3	6,2	
32,4		117,5	117,5	116,4	
6,6					
121,9					
	BOMBAY—				
	Pensions in lieu of Resumed Lands	92,6	93,4	153,1	
92,2	Inamdars and other Grantees	798,3	800,3	799,9	
791,0	Goa Subsidy	...	...	...	
40,0	Goa Salt Pan and Customs Tariff Compensation	42,7	30,0	27,2	
19,3	Excise and other Compensations	69,6	77,4	75,4	
61,6		1,003,2	1,001,1	1,055,6	
1,004,1					
	TOTAL	1,515,7	1,517,5	1,567,8	
1,531,9					

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

2.—Assignments and Compensations—*continued.*

45. In *India* the salt compensations to Meywar are paid monthly by means of the surplus collections at the British Post Offices in Meywar; as these were unusually small during the latter part of the year, the actual payments have been shorter than anticipated. The Royalty payable to Jodhpur and Jeypur States under the Sambhar Lake Treaty is variable, since it depends upon the quantity of salt sold. In *Bengal* the variations under the head "Other Compensations" are due to arrear payments in both the years. In the *North-Western Provinces and Oudh* the allowances to certain Native Chiefs mentioned in paragraph 53 were adjusted under this head instead of under Land Revenue, and there were special payments, aggregating 6,0 to certain Talukdars on account of commutation of the remission of Land Revenue which they enjoyed. These excess charges were however considerably counterbalanced by smaller arrear payments of Malikana than had been provided in the Budget. In the *Punjab* the Budget did not make sufficient allowance for purchase of Life Pensions. In *Madras* the first head includes an advance payment to the French Government. The saving under the third head was due partly to the death of a pensioner drawing Rs. 500 per mensem, and also to a number of pensions of the class below Rs. 5,000 per annum not having been drawn within the year. In *Bombay* 40,0 was paid in 1891-92 as Goa subsidy, which ceased on the termination of the Anglo-Portuguese Treaty. As regards the Goa Salt Pan, etc., Compensation, the saving on the Budget was due to the amount awarded under the decision of the mixed Commission having been much less than was expected. The large increase under the first head was met by a corresponding increase in the revenue (see paragraph 19), it being only a book adjustment. It was due to the revision of settlements in Shikarpur and to extension of cultivation owing to floods. The differences under the last head were due chiefly to charges which fell due in 1891-92, but were not paid till the following year.

3.—Land Revenue.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Charges of District Administration.	Accounts. 1891-92.	30,0	114,8	77,6	75,5	60,4	291,5	683,6	197,1	389,9	290,9	2,211,3
	Budget.	32,3	125,2	80,1	77,7	64,9	291,4	691,1	200,4	379,6	304,1	2,246,8
	Revised. 1892-93.	30,6	120,5	81,6	79,0	59,6	293,9	681,5	198,3	400,3	291,7	2,237,0
	Accounts.	31,6	117,9	82,5	77,8	60,0	294,8	683,6	199,0	407,7	292,0	2,246,9
Survey and Settlement.	Accounts. 1891-92.	15,5	39,5	46,4	47,3	15,1	74,5	37,2	60,6	89,9	77,8	503,8
	Budget.	17,0	41,8	67,0	51,7	19,3	105,1	50,0	59,4	94,9	66,8	573,0
	Revised. 1892-93.	14,9	40,8	65,6	54,8	16,8	119,8	40,0	47,2	90,8	74,4	565,1
	Accounts.	15,0	40,6	67,0	53,3	15,8	119,2	40,2	47,6	91,0	70,6	560,3
Land Records and Agriculture.	Accounts. 1891-92.	2,4	4,5	6	13,5	1,4	8,2	8,3	3,9	5,9	7,5	56,2
	Budget.	2,9	5,2	1,4	15,7	2,8	7,9	7,9	3,7	8,5	16,3	72,3
	Revised. 1892-93.	2,6	4,8	9	15,1	2,9	7,9	8,0	4,2	7,1	11,0	64,5
	Accounts.	2,6	4,5	1,1	15,8	3,0	7,4	8,2	4,1	7,1	11,3	65,1
Management of Government Estates.	Accounts. 1891-92.	...	...	...	...	2	37,3	21,6	...	...	...	59,1
	Budget.	...	...	...	...	2	37,0	17,0	...	...	...	54,2
	Revised. 1892-93.	...	...	...	...	2	37,0	15,9	...	...	...	53,1
	Accounts.	...	4	...	...	2	35,4	16,4	...	...	...	52,4
Commission on Collection.	Accounts. 1891-92.	8	2	42,9	101,9	17,6	...	4	...	4	2	164,4
	Budget.	3,0	...	54,5	89,7	16,4	...	5	...	6	1	164,8
	Revised. 1892-93.	1,9	5	55,6	91,1	15,0	...	5	...	6	3	165,5
	Accounts.	1,8	1	58,1	84,3	14,2	...	5	...	3	2	159,5
Allowances to District and Village Officers.	Accounts. 1891-92.	...	...	...	...	...	...	9,0	125,6	414,3	288,1	837,0
	Budget.	...	...	...	...	...	...	10,0	127,3	460,2	319,3	916,8
	Revised. 1892-93.	...	...	...	...	...	...	8,9	127,3	421,9	310,1	868,2
	Accounts.	...	...	...	...	...	...	2	123,6	417,7	308,1	849,6
Other Charges	Accounts. 1891-92.	...	...	...	...	...	...	1,4	...	9	...	2,3
	Budget.	...		...	...	...	...	5	...	1,5	...	2,0
	Revised. 1892-93.	...	...	...	...	...	...	2	...	1,5	...	1,7
	Accounts.	...	...	...	...	...	...	1	...	1,5	...	1,6
Total	Accounts. 1891-92.	48,7	159,0	405,7		94,7	411,5	761,5	387,2	901,3	664,5	3,834,1
	Budget.	55,2	172,2	437,8		103,6	441,4	777,0	390,8	945,3	706,6	4,029,9
	Revised. 1892-93.	50,0	166,6	443,7		94,5	458,6	755,0	377,0	922,2	687,5	3,955,1
	Accounts.	51,0	163,5	439,9		93,2	456,8	749,2	374,3	925,3	682,2	3,935,4

		Sterling.	Exchange.	Total.			
England	Accounts. 1891-92.	7	3	1,0	Total, including England.	Accounts. 1891-92.	3,835,1
	Budget.	7	4	1,1		Budget.	4,031,0
	Revised. 1892-93.	6	4	1,0		Revised. 1892-93.	3,956,1
	Accounts.	6	4	1,0		Accounts.	3,936,4

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

3.—Land Revenue—*continued.*

46. The expenditure was less than the Budget Estimate by 94,6, but more than in 1891-92 by 101,3. The saving, as compared with the Budget, occurred chiefly in *Allowances to District and Village Officers* in Madras and Bombay, in which there was an over-estimate, and in *Settlement charges* in the Punjab. The increase over 1891-92 was due to a general rise in the *Charges of District Administration*, which account for 35,6 or rather more than a third of the total increase; to *Survey and Settlement* on an enlarged scale, in Upper Burma (20,6) and Bengal (44,7); and to additional expenditure on *Land Records and Agriculture* (8,9) especially in Bombay and Burma.

47. Under *Charges of District Administration* the actuals agreed almost exactly with the Budget; excesses of 28,1 in Madras, and 3,4 in Bengal being counterbalanced by savings of 7,3 and 4,9 in Central Provinces and Assam, where sufficient allowance was not made in the Budget for savings in the salaries of officers and Establishment, of 7,5 in the North-Western Provinces and Oudh, which occurred chiefly in the charges for the Kanungo Establishment, and of 12,1 in Bombay, where it was due chiefly to the lapsing of a provision of 2,4 for the formation of a new Collectorate in Sind, to the transfer of 5,2 on account of local purchases of stationery to "30—Stationery and Printing," and to the new agricultural staff required for the Southern and Central Divisions not having been entertained from the commencement of the year. The excess in Madras was due to too large a credit having been taken in the Budget for savings on account of the absence of officers on leave out of India, to an unusually large number of officers having taken privilege leave during the year, to the large amount of fees paid for searches in Registration offices in connection with the extraordinary advances made under the Land Improvement and Agriculturists' Loans Acts (counterbalanced by a corresponding increase of Revenue under Registration—see paragraph 41) to the remuneration paid to copyists on account of the introduction from the beginning of the year of copy stamped papers in Revenue offices, and to a large increase in the Postage charges.

48. Under *Survey and Settlement* there was an excess of 14,1 in Bengal, chiefly in Professional Survey charges connected with the Settlement operations in Orissa and Chittagong, and of 3,8 in Bombay, due to the charge for the re-survey of the River Indus, sanctioned by the Government of India in the course of the year and to the contributions from Talukdaree estates, which are adjusted by deduction from expenditure, not having been paid during the year. This excess was met by a re-appropriation from the savings under Land Records and Agriculture. But there were savings of 9,8 in North-Western Provinces and Oudh and 3,9 in Madras, in both of which provinces the Budget had been framed too high; of 11,8 in the Punjab, and of 2,0 in India, due to the early completion of the Hissar, Ferozepore and Gurdaspur and of the Coorg settlements respectively; and of 3,5 in Assam, due chiefly to a provision of 2,3 for Ilam settlements in Sylhet not having been utilised owing to the postponement of the Survey operations.

49. As compared with 1891-92, there was an increase 56,5, owing chiefly to extended operations in Bengal and Upper Burma.

50. Under *Land Records and Agriculture* the increase as compared with 1891-92, is due to the appointment of a Superintendent of Land Records in Assam, and of a Deputy Director for the Land Records Branch in Madras, and to charges for additional agricultural inspectors in Bombay. The decrease as compared with the Budget occurred chiefly in Bombay and Madras, due in the former to the provision for additional agricultural establishments, etc., not having been fully utilised, and to a provision of 3,2 for Office accommodation having been transferred to the Public Works Department, and in the latter to the appointment of an Agricultural expert, for which provision was made in the Budget, not having been sanctioned.

51. Under *Management of Government Estates*, there was a decrease of 1,8 as compared with the Budget, of which 1,6 occurred in Bengal in consequence of the provision for miscellaneous improvements not having been fully utilized. In the North-Western Provinces and Oudh there was a special payment of 5,0 in 1891-92 to Messrs. Begg, Dunlop & Co. as compensation for the surrender of their lease of the Ghazipur Farm to Government.

52. Under *Commission on Collections* there was an excess of 3,6, in Upper Burma due to larger collections of Thathameda, and a saving of 5,4 in Lower Burma, owing to the commission earned not having been fully paid in the year and of 2,2 in Assam, where these charges have been steadily declining since 1885-86, owing to Tehsildar Agency supplanting collection by Mouzadars. In India the increase, as compared with 1891-92, was due to the charges in Baluchistan being for the first time shown here instead of being deducted from receipts.

53. Under *Allowances to District and Village Officers* there was a saving of 67,2, as compared with the Budget, of which 42,5 occurred in Madras owing to the non-introduction, to the extent expected, of the scheme for the revision of Village Establishments; 11,2 occurred in Bombay in Village Establishments in the Sind districts; and 9,8 occurred in North-Western Provinces and Oudh owing, chiefly, to the transfer of the charges for allowances to the Rani of Chilari, to the Maharaja of Benares, to Raja Sambhu Narayan Singh of Ghazipur, and to the Raja of Bariapur from this head to "2.—Assignments and Compensations," and also of the charges on account of the Superintendent of the Maharaja of Benares' family Domains to the minor head *Charges of District Administration*. The increase in Bombay as compared with 1891-92 was due to arrear payments in the Dharwar District.

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

4.—Opium.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Bengal—			
48,1	Behar Agency, Establishment and Contingencies .	50,5	47,3	46,8
806,4	,, Cultivation and Manufacturing charges	1,003,1	669,0	683,4
72,0	Benares Agency, Establishment and Contingencies .	73,4	68,1	71,1
928,0	,, Cultivation and Manufacturing charges	1,099,6	803,1	793,8
2,4	Other Charges	3,4	2,5	2,5
1,2	India	1,3	1,3	1,2
2,7	Bombay	2,6	2,6	2,6
1,860,8	TOTAL .	2,233,9	1,593,9	1,601,4
7	England	6	7	7
3	Exchange	3	4	4
1,861,8	GRAND TOTAL .	2,234,8	1,595,0	1,602,5

54. The chief difference under this head occurs in *Bengal* under Cultivation and Manufacturing charges in both the agencies, which taken together show a saving of 625,5. The estimate was based on the assumption that an average crop would be obtained, but the outturn was on a much smaller scale. Smaller expenditure on account of commission to Amlahs in both the agencies added to smaller expenditure on Petty Construction and Repairs in Behar, and on Rewards and Purchase of Tents in the Benares agency produced the savings under *Establishment* and *Contingencies* in spite of larger expenditure under *Tour Charges* in the latter agency.

55. The details of the *Cultivation and Manufacturing charges* are given below. The charges, being dependent on the produce of opium, are liable to heavy fluctuations from year to year:—

	Advances to Cultivators.	Final Payments on delivery of the Crude drug.	Manufacturing charges.	Miscellaneous.	TOTAL.
1891-92.					
Behar	276,7	476,7	4,2	48,8	806,4
Benares	209,5	666,7	9,3	42,5	928,0
TOTAL .	486,2	1,143,4	13,5	91,3	1,734,4
1892-93.					
Behar	282,7	355,1	7,3	38,3	683,4
Benares	193,5	557,3	8,1	34,9	793,8
TOTAL .	476,2	912,4	15,4	73,2	1,477,2

5.—Salt.

		India.	Burma. Upper.	Burma. Lower.	Bengal.	Madras.	Bombay.	TOTAL.
Salaries, Establishment and Contingencies.	Accounts . 1891-92 .	87,3	1	1,0	5,1	158,8	108,6	360,9
	Budget .	87,9	1	1,0	5,2	161,1	119,7	375,0
	Revised . 1892-93 .	84,2	1	6	12,5	161,5	116,0	374,9
	Accounts .	86,7	1	6	12,4	161,1	114,3	375,2
Manufacture and Excavation.	Accounts . 1891-92 .	28,4	...	...	...	...	...	28,4
	Budget .	32,8	...	...	...	...	...	32,8
	Revised . 1892-93 .	18,3	...	...	...	...	...	18,3
	Accounts .	13,6	...	...	...	...	...	13,6
Purchase and Freight.	Accounts . 1891-92 .	...	...	...	...	31,9	36,7	68,6
	Budget .	...	...	...	...	53,6	35,8	89,4
	Revised . 1892-93 .	...	...	...	...	31,0	40,0	71,0
	Accounts .	...	...	...	...	30,7	38,1	68,8
Total India .	Accounts . 1891-92 .	115,7	1,1		5,1	190,7	145,3	457,9
	Budget .	120,7	1,1		5,2	214,7	155,5	497,2
	Revised . 1892-93 .	102,5	7		12,5	192,5	156,0	464,2
	Accounts .	100,3	7		12,4	191,8	152,4	457,6

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

5.—Salt—*continued.*

			Sterling.	Exchange.	TOTAL.			
England . .	Accounts . 1891-92 .		8	3	1,1	Grand Total, including England.	Accounts . 1891-92 .	459,0
	Budget .		2	1	3		Budget .	497,5
	Revised . 1892-93		7	4	1,1		Revised . 1892-93 .	465,3
	Accounts .		7	4	1,1		Accounts .	458,7

56. The total expenditure under this head fell short of the Estimate by 38,8. With the single exception of Bengal, in which the Estimate was exceeded by 7,2, there were savings in all the provinces. In *India* the saving was chiefly due, under the first head, to the full sanctioned scale of Preventive Establishment, especially in Sambhar, not having been entertained, and to smaller travelling allowance charges, partly counterbalanced by increases in through traffic charges and in payments of compensation for land taken up for manufacturing purposes. The provision made in the Revised Estimate for petty construction and repairs proved too low, chiefly in the Kohat and Punjab mines, where a new weigh-bridge was built, and the rolling-stock and permanent-way of the mine tramway were extensively renewed. The large saving in the manufacturing charges is attributed to a bad season having materially affected the manufacture of Sambhar and Pachbadra salt. In *Burma* the saving was due to smaller charges for commission, owing to the falling off in excise duty. In *Bengal* the excess is traceable to a special payment of 7,5 sanctioned as an honorarium to Mr. Kilby for patent scales after the estimate was framed. In *Madras* the expansion of departmental operations accounts for the increase over the previous year under the first head. Smaller outturn in some of the Government factories, and the failure to open some new factories and extensions, provided for in the Budget, led to the large savings in salt purchase and freight charges. In *Bombay* the saving under the first head resulted from the transfer of the charges for local purchases of stationery to "Stationery and printing," from excess provision in the Budget for the new Preventive Establishments, entertained on the termination of the Anglo-Portuguese Treaty, and from changes in the holders of the appointment of the Collector of Salt Revenue, partially counterbalanced by payments to officers of other provinces and the cost of the Goa Mixed Commission both of which, together with the charges for the new Preventive Establishments, contributed to raise the actuals of the year over those of the preceding year. Larger production of Baragora salt, with a view to bring up the stock to two years' demand, led to excess expenditure under *Purchase and freight.*

6.—Stamps.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	TOTAL.
Superintendence Establishment and Contingencies.	Accounts . 1891-92	...	...	...	...	3	7,0	1,1	...	2,1	5,3	15,8
	Budget .	...	...	...	...	...	7,1	...	...	2,2	4,1	13,4
	Revised . 1892-93	...	...	...	...	...	7,0	...	...	2,2	4,1	13,3
	Accounts .	...	...	...	...	...	7,1	...	...	2,3	4,0	13,4
Charges on Sale of Stamps, including discount.	Accounts . 1891-92	1,4	1,8	5	2,1	1,6	22,4	6,4	11,5	15,0	11,0	73,7
	Budget .	1,6	1,9	5	2,2	1,6	22,6	6,4	11,2	14,6	10,9	73,5
	Revised . 1892-93	1,5	2,0	6	2,4	1,6	23,0	6,4	12,0	16,1	11,3	76,9
	Accounts .	1,5	2,0	6	2,3	1,6	23,5	6,4	11,9	16,6	11,4	77,8
Stamps supplied from Central Stores.	Accounts . 1891-92	—37,0	2,2	2	8	1,2	15,8	7,6	3,4	...	5,8	...
	Budget .	—66,1	2,8	3	8	2,2	27,1	8,6	7,7	8,4	8,2	...
	Revised . 1892-93	—66,9	3,3	3	1,0	1,9	28,2	7,0	8,4	8,4	8,4	...
	Accounts .	—72,5	4,1	2	8	2,0	29,0	7,4	7,7	12,9	8,4	...
TOTAL .	Accounts . 1891-92	—35,6	4,0	3,6		3,1	45,2	15,1	14,9	17,1	22,1	89,5
	Budget .	—64,5	4,7	3,8		3,8	50,8	15,6	18,9	25,2	23,2	86,9
	Revised . 1892-93	—65,4	5,3	4,3		3,5	58,2	13,4	20,4	26,7	23,8	90,2
	Accounts .	—71,0	6,1	3,9		3,6	59,6	13,8	19,6	31,8	23,8	91,2

		Sterling.	Exchange.	Total.			
England .	Accounts . 1891-92	34,1	14,8	48,9	Total, including England.	Accounts . 1891-92	138,4
	Budget .	36,0	18,0	54,0		Budget .	140,9
	Revised . 1892-93	32,0	19,2	51,2		Revised . 1892-93	141,4
	Accounts .	31,3	18,8	50,1		Accounts .	141,3

57. The Indian expenditure exceeded the Budget Estimate by 4,3, and the accounts of 1891-92 by 1,7. Under *Superintendence, Establishment, and Contingencies*, the decrease, as compared with

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

6.—Stamps—*continued.*

1891-92, is nominal, being due to the transfer of the charges for the Inspector General of Stamps to "18—General Administration" in North-Western-Provinces and Oudh and Bombay.

58. The increase of 4,3 in the *Charges on sale of Stamps*, in Bengal, Punjab, Madras, and Bombay, was due to the discount on larger sales.

59. The increase in the amount of recoveries from other Governments on account of the cost of *Stamps supplied from Central Stores* was due partly to the recovery having been made from Madras for the first time in 1892-93, and partly to the transfer to this head from "30—Stationery and Printing," of the cost of plain paper used with Court-fee stamps.

60. In *England* there was a saving in the sterling expenditure of 4,7, due to smaller demands for stamps.

7.—Excise.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	CHARGES OF COLLECTION—			
1,8	India	1,8	4,0	3.9
5,3	Central Provinces	4,5	4,3	4,2
1,6	Burma, Upper	2.7	2,3	2,3
3,5	Burma, Lower	3,4	3,8	3,8
8	Assam	9	1,3	1,3
66,6	Bengal	68,2	67,0	65,6
14,2	N.-W. Provinces and Oudh	14,8	15,5	15,8
5,1	Punjab	5,5	5,3	5,1
56,1	Madras	67,1	57,0	57.4
35,0	Bombay	37,2	33,6	33,6
190,0	TOTAL	206,1	194,1	193,0
1	England	...	...	...
...	Exchange	...	...	...
190,1	TOTAL	206,1	194,1	193,0

61. The actual expenditure was less than the Budget Estimate by 13,1 and more than in 1891-92 by 2,9. The saving on the Budget occurred chiefly in *Madras*, where one-fourth of the charges of the combined department of Salt and Excise, less the charges for Orissa Salt and those for Licensees' works, is debited to this head.

62. In *India* there was an increase of 2,1 owing to the entertainment of an additional establishment in Bangalore. In *Lower Burma* the increase was due to the sanction of two additional excise officers for Sandoway. In *Bengal* the saving of 2,6 was partly due to smaller outlay on the construction and repair of distillery buildings and on rewards. In the *North-Western Provinces and Oudh* there was an excess of 1,0 due to the transfer of the charges for glass hydrometers from "18—General Administration" and to higher expenditure on account of discount on sale of opium and on rewards. In *Bombay* there was a saving of 3,6, chiefly in establishment charges, in consequence of temporary vacancies.

8.—Provincial Rates.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	ESTABLISHMENT AND OTHER CHARGES—			
6,3	Burma, Lower	5,0	5,8	4,7
3	Assam	3	3	2
45,8	Bengal	47,2	46,0	44,3
7	N.-W. Provinces and Oudh	7	7	6
6	Punjab	1,0	5	5
5,0	Bombay	5,3	5,0	5,3
58,7	TOTAL	59,5	58,3	55,6

63. The charges were lower than the Budget Estimate by 3,9 and than the actuals of 1891-92 by 3,1. The saving occurred chiefly in *Bengal* owing to the gradual termination of re-valuation work. In the *Punjab* the Budget for Patwaris' share of mutation fees was too high.

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

9.—Customs.

			Burma, Lower.	Bengal.	Madras.	Bombay.	TOTAL.
Charges at the Principal Ports of Rangoon, Calcutta, Madras, Bombay.	Accounts	1891-92	10,4	48,6	6,3	31,9	97,2
	Budget	1892-93	12,1	51,7	5,9	32,2	101,9
	Revised	1892-93	11,0	49,0	6,5	33,1	99,6
	Accounts	1892-93	11,2	50,4	6,3	33,5	101,4
Charges at other Ports.	Accounts	1891-92	6,0	3,3	9,5	20,4	39,2
	Budget	1892-93	5,9	4,1	10,4	19,9	40,3
	Revised	1892-93	6,0	4,0	10,7	19,5	40,2
	Accounts	1892-93	6,0	3,6	10,4	19,2	39,2
TOTAL	Accounts	1891-92	16,4	51,9	15,8	52,3	136,4
	Budget	1892-93	18,0	55,8	16,3	52,1	142,2
	Revised	1892-93	17,0	53,0	17,2	52,6	139,8
	Accounts	1892-93	17,2	54,0	16,7	52,7	140,6

			Sterling.	Exchange.	TOTAL.			
England	Accounts	1891-92	...	...	...	Total, including England.	Accounts 1891-92	136,4
	Budget	1892-93	1	...	1		Budget 1892-93	142,3
	Revised	1892-93	1	...	1		Revised 1892-93	139,9
	Accounts	1892-93	...	...	...		Accounts 1892-93	140,6

64. The charges were less than the Budget Estimate by 1,7, and more than the accounts of 1891-92 by 4,2. The saving on the Budget was due chiefly to the absence on leave of the permanent incumbents of the appointments of Collector of Customs, Calcutta, and Collector of Customs, Rangoon, their places being occupied by lower-paid officers. The increase over 1891-92 was due to the construction of a steam launch for the Calcutta Customs House to replace the *Viper* and to the entertainment of an additional preventive establishment for the Presidency Division, Bombay, for which no provision was made in the Budget.

10.—Assessed Taxes.

1891-92.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
Accounts.				
1	India	4	1	1
1	Central Provinces	1	1	1
1,6	Burma, Lower	2,2	1,9	1,7
1	Assam	2	1	1
18,0	Bengal	19,0	18,4	18,4
1,8	N.-W. Provinces and Oudh	1,8	1,8	1,9
1,1	Punjab	1,3	1,1	1,1
1,6	Madras	1,7	1,7	1,7
5,2	Bombay	5,1	5,2	5,1
29,6	TOTAL	31,8	30,4	30,2

65. There was a saving of 1,6 on the Budget, due to the special establishment sanctioned for Ajmere not having been entertained in consequence of the prevalence of scarcity, which it was thought would render Income-tax operations unsuccessful; to the payment of a smaller sum as commission in Lower Burma; and to the provision in the Budget for a whole-time Collector of Income-tax for Calcutta not having been utilised.

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

11.—Forest Expenditure.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam	Bengal.	N.-W. P. and Oudh.	Punjab	Madras.	Bombay.	Total.
General Direction	Accounts.	1891-92	5,4	...	...	...	...	...	...	...	...	...	5,4
	Budget.	1892-93	6,6	...	...	...	...	...	...	...	...	..	0,0
	Revised.	1892-93	7,5	...	...	...	...	...	...	...	...	...	7,5
	Accounts.	1892-93	7,8	...	...	...	...	...	...	...	...	...	7,8
Conservancy and Works—													
Timber and other produce removed from the Forests by Government agency.	Accounts.	1891-92	15,6	3,8	3	69,6	8	2,5	33,7	22,2	16,4	75,8	240,7
	Budget.	1892-93	17,5	4,1	5,2	64,2	2,2	4,1	39,0	24,9	20,4	89,8	271,4
	Revised.	1892-93	17,5	2,7	6	65,5	9	1,3	20,3	20,9	17,5	68,0	224,8
	Accounts	1892-93	16,5	2,5	6	67,4	7	1,0	27,7	21,0	15,2	65,2	218,4
Timber and other produce removed from the Forests by consumers or purchasers.	Accounts.	1891-92	2	12,4	6	1,3	1,5	4,9	4,1	2	7,6	4,2	37,0
	Budget.	1892-93	...	13,7	1,5	1,1	7	4,8	4,1	2	7,3	4,5	37,9
	Revised.	1892-93	...	12,4	8	1,4	1,7	4,8	3,..	2	7,0	4,2	37,0
	Accounts.	1892-93	...	14,1	7	1,7	1,4	4,7	3,8	2	7,3	4,0	37,9
Other Charges	Accounts.	1891-92	8,6	21,5	7,6	28,2	10,8	10,7	25,0	13,6	48,0	28,3	202,3
	Budget.	1892-93	8,6	21,3	11,0	33,6	10,7	12,2	25,3	14,0	52,1	38,1	227,5
	Revised.	1892-93	11,7	23,5	10,7	34,6	10,9	11,0	28,3	15,9	44,2	34,3	225,7
	Accounts.	1892-93	13,1	22,9	17,8	31,7	9,6	7,6	20,1	14,0	44,0	31,8	213,2
Establishment	Accounts.	1891-92	14,0	42,6	25,8	33,4	13,6	24,0	32,4	27,9	59,3	84,4	357,4
	Budget.	1892-93	15,2	54,5	30,7	37,5	19,0	27,0	30,3	31,9	81,0	91,5	424,6
	Revised.	1892-93	15,7	48,7	32,4	35,8	15,0	20,8	35,9	30,0	69,7	87,9	397,9
	Accounts.	1892-93	15,2	45,0	31,0	35,4	14,7	24,9	34,0	29,7	65,2	88,8	385,1
Total	Accounts.	1891-92	43,8	80,3	166,8		26,7	42,1	95,2	63,9	131,3	192,7	842,8
	Budget.	1892-93	47,9	93,0	185,4		32,0	48,1	104,7	71,0	100,8	223,9	968,0
	Revised.	1892-93	52,4	87,3	181,8		28,5	44,5	97,4	67,0	130,0	195,0	802,9
	Accounts.	1892-93	52,6	85,1	180,3		26,4	38,2	92,2	65,5	132,3	189,8	862,4

			Sterling.	Exchange.	Total.			
England	Accounts.	1891-92	7	4	1,1	Total, including England.	Accounts. 1891-92	843,9
	Budget.	1892-93	1,7	8	2,5		Budget. 1892-93	970,5
	Revised.	1892-93	1,7	1,0	2,7		Revised. 1892-93	895,6
	Accounts.	1892-93	1,8	1,0	2,8		Accounts. 1892-93	865,2

66. The Indian expenditure was smaller than the Budget Estimate by 105,6, but larger than the Actuals of 1891-92 by 19,6. About half (53,0) of the saving on the Budget, occurred in the charges for removal of timber and other produce by *Government Agencies*, and was due to a general contraction of departmental operations. There was also a saving of 39,5 in *Establishment* charges, which was spread over almost all the Provinces, but occurred chiefly in Madras (15,8) and the Central Provinces (8,9). There was, however, no real contraction of expenditure under this head, for the actuals of 1892-93 generally exceeded those of 1891-92. The Budget Estimates for *Establishments* were evidently pitched much too high.

67. The apparent increase under *General Direction* charges, as compared with the accounts of 1891-92, is due to the payment of arrear salary charges on account of that year in 1892-93.

68. Except in Lower Burma the charges for removal of timber and other produce by *Government Agency* were reduced everywhere in consequence of there being larger stocks, and the demand being slack. The expenditure was smaller than in 1891-92 by 22,3.

69. The charges connected with the removal of Forest produce by *Purchasers and Consumers* agree in the aggregate with the Budget.

70. Under *Other Charges*, there was a saving of 14,3 on the whole as compared with the Budget. The saving occurred chiefly in Madras and Bombay, owing to smaller expenditure on demarcation works. In India there was an increase of 4,5, due chiefly to the purchase of two miles of tramway and to increased expenditure on buildings and plantations in the Andamans, and to the transfer from the Military Department to the Forest Department of the administration of the Shwebo Plantation in Beluchistan (see para. 347). In Upper Burma the Budget was very slightly exceeded, but there was an increase of 4,2 over the accounts of 1891-92, which was due chiefly to the purchase of a steam launch and six elephants. The saving on the Budget in Assam was due to the allotments for the Goalpara Forest Survey, and for the

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

11.—Forest Expenditure—*continued.*

purchase of an elephant not having been utilised. In Bengal there was a special item of 2,5 in 1891-92, being part of the cost of construction of the steamer *Swan*. The saving on the Budget occurred chiefly in the grants for the construction of patrol boats, roads, and buildings, for the purchase of stores, and for Surveys and fire protection.

71. The charge for *Establishments* was less than the Budget by 39,5, but more than the Actuals of 1891-92 by 27,7. The saving, as compared with the Budget, occurred chiefly in Madras and the Central Provinces, owing, in the first case, to additional establishment which had been provided for not being sanctioned by the Government of India, and in the second case to an over-estimate in the Budget, sufficient allowance not having been made for probable savings. The increase over the accounts of 1891-92 was distributed over all the provinces.

12.—Registration.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N. W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Superintendence	Accounts	1891-92	...	1,2	...	...	3	6,2	1,4	...	3,1	3,7	15,9
	Budget	1892-93	...	8	...	...	...	6,0	1	...	3,4	8	11,1
	Revised	1892-93	...	8	...	...	...	6,0	1	...	3,4	8	11,1
	Accounts	1892-93	...	7	...	...	...	5,9	1	...	3,4	8	10,9
District Charges	Accounts	1891-92	6	3,1	3	1,8	2,4	62,1	19,3	8,1	67,9	26,4	192,0
	Budget	1892-93	9	3,4	3	2,1	2,7	63,9	19,6	8,0	75,2	26,6	202,7
	Revised	1892-93	7	3,4	4	2,4	2,5	65,5	19,9	8,8	70,2	27,2	201,0
	Accounts	1892-93	7	3,3	4	2,2	2,4	66,7	20,0	9,0	70,5	27,0	202,2
Total	Accounts	1891-92	6	4,3	2,1		2,7	68,3	20,7	8,1	71,0	30,1	207,9
	Budget	1892-93	9	4,2	2,4		2,7	69,9	19,7	8,0	78,6	27,4	213,3
	Revised	1892-93	7	4,2	2,8		2,5	71,5	20,0	8,8	73,6	28,0	212,1
	Accounts	1892-93	7	4,0	2,6		2,4	72,6	20,1	9,0	73,9	27,8	213,1

72. The charges were less than the Budget by 7 and more than the Actuals of 1891-92 by 5,2. There was a decrease of 5,0 as compared with the Accounts of 1891-92 under *Superintendence*, which was nominal, being due to the transfer of the charges on account of the Inspector-General of Registration and his office establishment in the Central Provinces, Assam, North-Western Provinces and Oudh, and Bombay from this head to "18—General Administration." The increase of 10,2, as compared with 1891-92 in *District Charges*, which is distributed over all the provinces except Assam, is due to larger payments of commission to Registrars and Sub-Registrars, following increased receipts. The saving on the Budget in Madras was due to the special provision of 5,0 for the regrading of Registrars and Sub-Registrars and for revision of Establishment not having been utilised.

Section B.—INTEREST.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
879,5	RECEIPTS	911,0	868,6	869,7

73. Compared with the previous year there was a falling off of 9,8, being the net result of a decrease in England and Exchange of 44,6, and an increase in India of 34,8. The decrease in England was due to the large receipts in the earlier year from the investment of the cash balances, while there were no such receipts in 1892-93. The increase in India was due to the increase in the currency investment and to the grant of additional loans to the Calcutta Port Trust and other Public Corporations, counterbalanced by a decrease in the receipts from Guaranteed Railway Companies on account of interest on overdrawn capital. The decrease in these receipts and in the interest on loans to Municipal, etc., Corporations especially in the North-Western Provinces, also accounts for the falling off in the actuals as compared with the Budget.

XII.—Interest.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam	Bengal.	N.-W. P. and Oudh.	Punjab	Madras.	Bombay.	Total.
On Loans to Native States.	Accounts 1891-92	4	...	...	...	...	...	...	...	...	4	8
	Budget 1892-93	1	...	...	3	...	7	...	...	...	2	13
	Revised 1892-93	1	...	...	1	...	6	...	...	...	2	10
	Accounts 1892-93	...	...	...	...	...	6	...	...	...	2	8
To Presidency Corporations.	Accounts 1891-92	...	...	...	...	...	141,5	...	...	23,6	186,8	351,0
	Budget 1892-93	...	...	...	...	...	153,8	...	...	24,4	185,8	364,0
	Revised 1892-93	...	...	1	...	...	153,3	...	...	24,4	185,8	363,6
	Accounts 1892-93	...	...	...	...	...	153,3	...	...	24,4	185,8	363,5
To Municipal and other Public Corporations.	Accounts 1891-92	1,7	1,6	7	1,5	1	1,8	14,8	11,3	0	13,8	48,2
	Budget 1892-93	1,8	1,7	6	1,7	1	5,1	24,8	13,7	9	14,8	65,2
	Revised 1892-93	2,2	1,9	5	1,3	...	2,7	11,1	14,7	1,0	14,1	49,5
	Accounts 1892-93	2,0	2,0	6	1,2	...	2,9	12,5	13,4	1,1	14,1	49,8
To Landholders and other Notabilities.	Accounts 1891-92	4	3	...	...	...	1,0	4	1,2	8	1,3	5,4
	Budget 1892-93	5	2	...	...	...	2,0	2	1,1	6	0	5,5
	Revised 1892-93	3	2	...	...	...	1,8	2	1,1	2	0	4,7
	Accounts 1892-93	4	2	...	1	...	1,8	3	1,3	3	8	5,2
On Advances to Cultivators and Advances under Special Laws.	Accounts 1891-92	2	1,6	1,1	2	...	3,1	7,5	10,8	2,4	3,0	29,9
	Budget 1892-93	2	1,5	3,5	2	...	2,0	6,7	11,7	3,5	5,5	35,7
	Revised 1892-93	2	1,5	3,5	2	...	2,5	7,3	12,5	8,6	6,4	42,7
	Accounts 1892-93	1,8	1,6	3,1	2	...	3,1	6,6	11,9	6,9	5,6	40,8
On Currency Investment.	Accounts 1891-92	284,8	...	...	...	...	...	...	...	...	...	284,8
	Budget 1892-93	326,1	...	...	...	...	...	...	...	...	...	326,1
	Revised 1892-93	326,1	...	...	...	...	...	...	...	...	...	326,1
	Accounts 1892-93	326,4	...	...	...	...	...	...	...	...	...	326,4
On Securities of Provincial Funds.	Accounts 1891-92	1	4	...	...	...	1,4	2,6	8	10,3	6,0	21,6
	Budget 1892-93	...	4	...	...	...	1,4	2,6	8	9,3	5,9	20,4
	Revised 1892-93	...	4	...	...	1	1,3	2,5	0	0,0	5,0	21,0
	Accounts 1892-93	...	5	...	...	1	1,4	2,4	8	10,0	6,2	21,4
On Overdrawn Capital of Railway Companies in India.	Accounts 1891-92	38,3	...	...	...	...	...	...	...	...	...	38,3
	Budget 1892-93	40,6	...	...	...	...	...	...	...	...	...	40,6
	Revised 1892-93	3,8	...	...	...	...	...	...	...	...	...	3,8
	Accounts 1892-93	3,9	...	...	...	...	...	...	...	...	...	3,9
Other Items	Accounts 1891-92	7	...	...	4	1	8,0	1	...	3,9	6	14,7
	Budget 1892-93	5	...	...	1	1	9,8	1	...	3,5	6	14,7
	Revised 1892-93	1,2	...	...	5	1	9,9	1	...	5,4	6	17,8
	Accounts 1892-93	1,3	...	...	4	1	10,0	1	...	6,2	5	18,6
Total	Accounts 1891-92	326,6	3,9	3,9		2	157,7	25,4	24,1	41,9	211,9	795,6
	Budget 1892-93	369,8	3,8	6,4		2	175 7	34,4	27,3	42,2	213,7	873,5
	Revised 1892-93	333,9	4,0	6,2		2	172,1	21,2	29,2	49,5	213,9	830,2
	Accounts 1892-93	335,8	4,3	5,6		2	173,1	21,9	27,4	48,9	213,2	830,4

		Sterling.	Exchange.	Total.		
England—Investment of Cash Balances, etc.	Accounts 1891-92	58,5	25,4	83,9	Total, including England	870,5
	Budget 1892-93	25,0	12,5	37,5		911,0
	Revised 1892-93	24,0	14,4	38,4		868,6
	Accounts 1892-93	24,5	14,8	39,3		869,7

Section B.—INTEREST—*continued.*

XII.—Interest—*continued.*

74. As explained in previous reports the receipts under this head in India arise chiefly from the Paper Currency investment and from loans made by Government to Municipalities and other public bodies, Native States and Cultivators. As stated in last year's report the Paper Currency investment was raised in 1891-92 by the purchase of Government Promissory Notes of the nominal value of 955,8, but the full amount of interest on the new notes was not realised during that year, as the investment was made towards its close. The interest realised in 1892-93 includes the interest on these Promissory Notes for a whole year.

75. The following statement shows the balances of the different kinds of loans during the last five years:—

	31st March 1889.	31st March 1890.	31st March 1891.	31st March 1892.	31st March 1893.
IMPERIAL ADVANCES AND LOAN ACCOUNT.					
Native States	23,2	15,2	17,5	17,9	40,1
Advances for Ceylon Cable	1,8	...	...	...	...
Presidency Corporations, including Port Trusts	7,463,8	7,829,3	8,277,1	8,674,1	8,917,8
Mofussil Municipalities	11,1	15,3	21,2	35,6	45,3
Landholders and others	6,4	6,7	6,0	7,8	81,9
District and Local Fund Committees	25,6	25,7	24,7	24,7	31,5
Advances to Cultivators	1,7	10,3	21,6	96,8	96,5
TOTAL	7,533,6	7,902,5	8,368,1	8,856,9	9,213,1
PROVINCIAL ADVANCES AND LOAN ACCOUNT.					
Mofussil Municipalities	332,0	472,9	660,7	899,4	1,106,1
Port Funds	139,5	182,4	230,4	238,4	240,7
District and Local Fund Committees	45,6	40,7	48,2	56,6	69,6
Landholders and others	111,2	104,8	81,5	100,3	85,0
Advances under Special Laws	244,2	243,2	228,7	209,6	204,3
Advances to Cultivators	308,7	370,5	431,4	642,1	934,0
TOTAL	1,181,2	1,414,5	1,680,9	2,146,4	2,639,7
GRAND TOTAL	8,714,8	9,317,0	10,049,0	11,003,3	11,852,8
Interest received	353,4	375,7	405,2	436,2	460,1
Percentage reckoned on balance at end of year	4·055	4·032	4·032	3·964	3·882

76. The interest paid in 1892-93 by the Local Governments to the Government of India on account of the loans held on the Provincial Account amounted to 95,7, while the actual sum realised by them and credited to Provincial Revenues amounted in the aggregate to 87,8. The fluctuations under the different heads are explained in detail below.

77. Under *Interest on Loans to Native States* there were no receipts in India, as the debt due by the Jowra State was paid off in 1891-92. The recoveries under *Presidency Corporations* agreed closely with the Budget Estimate, but exceeded the actuals of the previous year largely in Bengal and slightly in Madras owing to additional loans having been granted to the Calcutta Port Trust and the Madras Harbour Trust, respectively. The small decrease in Bengal compared with the Budget is due to the loan to the Port Trust not having been made as early as was anticipated. As regards recoveries from *Municipal and other Public Corporations* the increase in India over the Budget is due to an additional loan having been sanctioned for water-works at Ajmere, and that in the Central Provinces to interest for a half year on the loan of 10,0 granted to the Nagpore Municipality for the purpose of acquiring the catchment area of the Ambajhari Reservoir and laying a second main from the tank to the pumping reservoir; no provision for this was made in the Budget Estimate. In Lower Burma the falling off is attributed to the new loans sanctioned not having been taken up as early as was anticipated. In Bengal the Budget was pitched too high, while in the North-Western Provinces the decrease, which is considerable, is stated to be due (*a*) to a reduction in the rate of interest from 4½ to 4 per cent. on loans to Municipalities with retrospective effect; (*b*) to the consequent refund of interest to the Allahabad, Agra and Benares Municipalities; and (*c*) to new loans not having been granted to Municipalities to the extent anticipated. In Bombay provision was made for the receipt of interest from the Surat and Karachi Municipalities, but the former paid up in 1891-92 the full amount of loan outstanding against it, and no loan was granted to

Section B.—INTEREST—*continued.*

XII.—Interest—*continued.*

the Karachi Municipality for want of funds. The falling off in Madras under the head *Interest on loans to Landholders and other Notabilities* is due to the remission of the interest payable by the Nawab of Banganapalli for the past year. Under *Interest on Advances to Cultivators*, the increase in Madras and India is due to large advances having been made in Madras and Ajmere, owing to the agricultural distress which prevailed in the preceding year. In Punjab, Madras, and Bombay the Revised was pitched too high. The interest on the additional investment made in 1891-92 enhanced the receipts under interest on *Currency investment* as explained in paragraph 74. The *Interest on Overdrawn Capital* represents the interest on the drawings of the Railway Companies in excess of the balances at their credit. The provision in the Budget was chiefly for amounts expected to be realised from the Bombay, Baroda and Central India and Great Indian Peninsula Railways; but as these Railways raised additional capital during the year, they did not overdraw their balances. The *Other Items* in India represent chiefly the interest on advances made to the Bank of Bengal, for which no provision was made in the Budget. In Lower Burma the receipt is on account of interest on arrear contribution towards pension of an officer lent to the Rangoon Port Trust, while in Bengal the receipts were augmented by interest on arrear collections of Public Works and Road Cesses, and in Madras by the interest on arrears of Land Revenue, the collection of which had been postponed in the previous year owing to scarcity.

Section B.—INTEREST.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
4,315,2	EXPENDITURE	3,977,1	4,343,2	4,374,3

78. The charges for 1892-93 include £44,000 on account of discount on the sterling loan raised in England during the year for which no provision was made in the Budget, while the sum paid in 1891-92 on account of discount on the sterling loan raised in that year was £254,400. The charges on account of exchange in 1892-93 have exceeded the Budget and the actuals of the previous year by 266,2 and 318,0 respectively, chiefly on account of a fall in the rate of exchange. Omitting these special items of difference, the actuals of 1892-93 show a decrease of 48,5 compared with those of 1891-92 and an increase of 87,0 over the Budget. The decrease compared with the previous year is due to the transfer of a much larger portion of the interest charges in India to the Railway Revenue Account in consequence of the increase in the Capital Expenditure on Railways and Irrigation Works, partly counterbalanced by an increase, due to the additional expenditure involved by the conversion in 1892-93 of the greater portion of the 4½ per cent. loans of 1878 and 1879, which mainly contributed to the increase over the Budget.

13.—Interest on Ordinary Debt.

79. Before proceeding to examine the interest charges in detail, it is usual to ascertain first the amount of Loans raised or discharged during the year, and the following figures supply the necessary particulars for 1891-92 and 1892-93:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	INDIA—			
...	Debt incurred	250,0	250,0	250,0
54,4	Debt discharged	2,0	5,0	4,8
−54,4	NET IN INDIA .	+248,0	+245,0	+245,2
	ENGLAND—			
	Debt incurred—			
4,600,0	At 3 per cent.	1,800,0	1,300,0	1,300,0
...	Debentures and Debenture Stock . . .	...	...	...
4,600,0	TOTAL INCURRED .	1,800,0	1,300,0	1,300,0
	Debt discharged—			
...	At 5 per cent.	...	4	4
4,2	At 4 per cent.	...	5	9
1,386,0	At 3½ per cent.	...	...	...
31,0	Oudh and Rohilkhand Railway Debentures .	1,770,3	1,770,3	1,770,3
86,1	South Indian Railway Debentures . . .	150,0	150,0	150,0
1,507,3	TOTAL DISCHARGED .	1,920,3	1,921,2	1,921,6
+3,092,7	NET IN ENGLAND .	−120,3	−621,2	−621,6*
+3,038,3	NET IN INDIA AND ENGLAND .	+127,7	−376,2	−376,4

* The above amounts are exclusive of 98,8 cancelled comprising 88,7 charged to Railways on account of Sinking Funds of the East Indian, Eastern Bengal, and Sind, Punjab and Delhi Railways, and 10,1 to Discount Sinking Fund.

80. As announced in the Financial Statement for 1892-93, no public loan was raised in India, but a loan of 250,0 was taken from the Nawab of Rampur for the construction of the Rampur-Moradabad Railway. During the year 10,772,0 of the 4½ per cent. loans of 1878 and 1879 were also converted into the 4 per cent. loan of 1854-55 under the terms of the Finance Department Notification No. 2290, dated 6th June 1892. A sum of 2,0 was provided in the Budget for the discharge of expired loans, but 4,8 was actually claimed during the year. In *England* the Budget provided for the issue of 3 per cent. stock for £1,800,000 for advances to Railway Companies and for the discharge of debentures of the Oudh and Rohilkhand, South Indian and Southern Mahratta Railways. The debentures of the last-mentioned Railway were however renewed instead of being discharged, and the amount of stock issued was reduced to £1,300,000.

Section B.—INTEREST—*continued.*

13.—Interest on Ordinary Debt—*continued.*

81. The usual Statement analysing the charge for Interest on Ordinary Debt is given below :—

1891-92. Accounts.	Rate. Debt in India on 31st March 1892.	Principal.	Interest due.	Budget.	1892-93. Revised.	Accounts.
593,4	4½	13,149,1	591,7	590,6	438,1	490,0
3,568,3	4	89,361,5	3,574,5	3,579,2	3,785,7	3,760,1
1,2	3½	52,2	1,8	1,8	1,8	1,4
4,5	Provincial	86,0	3,4	3,4	3,5	4,5
3	Stock Notes	1,4	1	...	1	1
4,167,7	Total	102,650,2	4,171,5	4,175,0	4,229,2	4,256,1
9	Interest on Loans in course of discharge			1,0	1,3	9
1	Discount on Loans and Miscellaneous			...	9,6	10,8
4,168,7	Total Interest paid in India			4,176,0	4,240,1	4,267,8
3,803,2	England			3,633,0	3,655,6	3,655,7
1,651,5	Exchange			1,816,5	2,193,3	2,199,4
5,454,7	Total Interest paid in England			5,449,5	5,848,9	5,855,1
9,623,4	GRAND TOTAL			9,625,5	10,089,0	10,122,9

Divided into—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Interest on Ordinary Debt—			
54,4	India	—123,2	—66,4	—40,1
2,639,3	England	2,395,8	2,433,4	2,433,5
1,146,1	Exchange	1,197,9	1,460,0	1,464,1
3,839,8		3,470,5	3,827,0	3,857,5
	Interest on Debt for Railways and Irrigation Works—			
4,114,3	India	4,299,2	4,306,5	4,307,9
1,163,9	England	1,237,2	1,222,2	1,222,2
505,4	Exchange	618,6	733,3	735,3
5,783,6		6,155,0	6,262,0	6,265,4
9,623,4		9,625,5	10,089,0	10,122,9

82. The distribution of the charges between 4½ and 4 per cent. loans was considerably affected by the conversion operations referred to in paragraph 80. Taking these payments as a whole, the actuals exceeded the amount due and the Budget Estimate by 96,3 and 91,8 respectively; of these about 65,4 was due to the extra payments involved by the conversion operations, including 10,8 paid on account of brokerage on the notes tendered for conversion in England, and the remainder was due partly to the payment of arrears of previous years and partly to the interest on some securities of the 4½ per cent. loans of 1878 and 1879 having fallen due in March 1893 instead of in April 1893 on their transfer from England to India.

83. The following are the details of the interest paid in *England* :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
2,639,3	Interest not charged to Railways	2,395,8	2,433,4	2,433,5
1,146,1	Exchange	1,197,9	1,460,0	1,464,1
1,006,0	Interest charged to State Railways	1,017,4	1,017,0	1,017,1
436,8	Exchange	508,7	610,2	611,9
157,9	Interest charged against Companies on advances	219,8	205,2	205,1
68,6	Exchange	109,9	123,1	123,4
5,454,7	Total as above	5,449,5	5,848,9	5,855,1

Under *Interest not charged to Railways*, the actuals exceeded the Budget by 37,7, being the net result of increases of 44,0 and 3,7 on account of discount and interest respectively on the 3 per cent. stock issued during the year, and a saving of 10,0 owing to the provision for interest on temporary debt not having been required. The decrease compared with the previous year is due chiefly to the discount on the loan raised in that year having been considerably higher. The saving on the Budget under *Interest charged against Companies on advances* is due to no advance having been made to the Southern Mahratta Railway for the discharge of debentures which were renewed. The increase compared with the previous year is due to fresh advances having been made.

Section B.—INTEREST—*continued.*

14.—Interest on other Obligations.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
On Special Loans	Accounts 1891-92	73,1	...	...	...	...	...	8	1	...	4,5	78,5
	Budget 1892-93	5,4	...	...	...	...	...	70,8	1	...	4,6	80,9
	Revised 1892-93	5,4	...	...	...	...	...	70,6	1	...	4,5	80,6
	Accounts 1892-93	5,8	...	...	...	...	...	71,6	1	...	4,5	82,0
Treasury Notes and Service Funds	Accounts 1891-92	67,5	...	...	...	...	...	...	...	4	7,4	75,3
	Budget 1892-93	70,9	...	...	...	...	...	...	...	5	7,5	78,9
	Revised 1892-93	71,6	...	...	...	...	...	...	...	5	7,9	80,0
	Accounts 1892-93	71,6	...	...	...	...	...	...	...	5	7,9	80,0
Savings Bank Deposits	Accounts 1891-92	258,7	3	3	4	...	11,4	1,7	7,0	1,9	29,6	311,3
	Budget 1892-93	282,3	3	4	5	...	11,7	2,0	8,3	1,8	30,5	337,8
	Revised 1892-93	290,9	3	2	6	...	11,9	2,0	7,7	1,8	30,9	346,3
	Accounts 1892-93	289,7	1	1	8	...	11,9	2,0	7,6	2,0	31,3	345,5
Miscellaneous	Accounts 1891-92	7,2	...	...	...	...	7	...	...	8	1,5	10,2
	Budget 1892-93	5,1	...	...	...	...	3	1,2	...	9	1,2	8,7
	Revised 1892-93	5,4	...	1	...	...	1,1	2	...	1,0	1,2	9,0
	Accounts 1892-93	5,5	...	1	...	...	1,1	2	...	8	1,3	9,0
Total	Accounts 1891-92	406,5	3	7		...	12,1	2,5	7,1	3,1	43,0	475,3
	Budget 1892-93	363,7	3	9		...	12,0	74,0	8,4	3,2	43,8	506,3
	Revised 1892-93	373,3	3	9		...	13,0	72,8	7,8	3,3	44,5	515,9
	Accounts 1892-93	372,6	1	1,0		...	13,0	73,8	7,7	3,3	45,0	516,5

		Sterling.	Exchange.	Total.		
England	Accounts 1891-92	1	...	1	Total, including England	475,4
	Budget 1892-93	2	1	3		506,6
	Revised 1892-93	2	1	3		516,2
	Accounts 1892-93	2	1	3		516,8

84. There was an increase as compared with the previous year of 41,4, of which 34,2 occurred under Savings Banks, the charges against which were also under-estimated by 7,7. Under interest on *Special Loans* the principal alteration arose out of the transfer of the loans from the late King of Oudh from the India Books to the Books of the Accountant General, North-Western Provinces and Oudh. There was, however, an actual increase in the charges connected with these loans in the North-Western Provinces and Oudh, and an increase occurred in India in the annuities payable in respect of the 8 per cent. Madras perpetual loans. The usual details of the interest on *Treasury Notes and Service Funds* and *Savings Bank Deposits* are noted below, which show that the estimates were fairly well realized except under Civil Engineers' Provident Fund, Regimental Savings Bank, and Other accounts, in which there was an increase in the interest on the Deposits of the General Family Pension Fund and the Postal Insurance and Life Annuity Fund :—

Interest on Treasury Notes and Service Funds.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
66,7	Bengal Uncovenanted Fund	68,8	68,3	68,8
7,4	Bombay " "	7,5	7,9	7,9
1,2	Other Funds	2,6	3,8	3,3
75,3	Total	78,9	80,0	80,0

Interest on Savings Bank Deposits.

241,0	Post Office Savings Banks	264,0	270,0	269,3
37,8	Presidency Savings Banks	39,2	39,2	39,7
15,6	State Railway Provident Institutions	18,4	18,3	17,2
7,0	Civil Engineers' Provident Fund	7,7	7,5	8,4
4,9	Regimental Savings Banks	4,4	5,4	4,8
5,0	Other Accounts	4,1	5,9	6,1
311,3	Total	337,8	346,3	345,5

Section C.—POST OFFICE, TELEGRAPH, AND MINT.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
2,575,7	RECEIPTS	2,618,0	2,755,5	2,736,9
2,429,2	EXPENDITURE	2,547,9	2,528,4	2,505,6
+146,5	NET .	+70,1	+227,1	+231,3
—47,0	POST OFFICE (NET) . . .	—57,0	—56,2	—29,6
+80,6	TELEGRAPH (NET) . . .	+15,4	+70,5	+62,6
+112,9	MINT (NET)	+111,7	+212,8	+198,3

85. The net expenditure of the Post Office was less than anticipated in the Budget Estimate owing to the curtailment of charges for Stationery and Printing, which were also, however, somewhat over-estimated. There is, as usual, a slight improvement compared with the previous year.

86. The improvement in the net earnings of the Telegraph Department was due to the normal expansion of the operations of the Department. The falling off in 1892-93, as compared with the previous year, was less than would appear from the above figures, Stationery supplied from Central Stores having been charged against the Department for the first time in that year.

87. The better results under Mint were obtained from the exceptionally heavy silver coinage of the year caused by the large importations of the metal in expectation of the closing of the Mints.

C.—POST OFFICE, TELEGRAPH, AND MINT.—RECEIPTS.

XIII.—Post Office.

1891-92. Accounts.			Budget.	1892-93. Revised.	Accounts.
154,1	Parcel and other Postage collected in cash		157,0	152,5	150,8
	SALE OF POSTAGE STAMPS—				
833,0	Ordinary	862,0		863,0	866,1
213,2	Service	218,0		226,0	225,6
1,046,2		1,080,0		1,089,0	1,091,7
7,2	*Deduct*—Payments to English, Colonial and other Foreign Post Offices	7,5		20,0	16,2
1,039,0			1,072,5	1,069,0	1,075,5
17,1	MAIL CART AND PARCEL VAN PASSENGER SERVICE . . .		17,0	17,2	15,9
211,2	MONEY ORDER RECEIPTS . .		224,0	226,0	221,4
7,1	BULLOCK TRAIN COLLECTIONS .		10,0	9,0	9,6
10,1	OTHER RECEIPTS . . .		11,2	10,2	8,1
1,438,6	TOTAL .		1,491,7	1,483,9	1,481,3
	DISTRICT POST COLLECTIONS—				
9	Central Provinces . . .		5	9	8
1,6	Bengal		...	1,5	1,7
5,2	Punjab		4,5	5,0	5,0
...	Madras		...	1	1
1	Bombay		2	...	...
7,8	TOTAL .		6,7	7,5	7,6
1,446,4	GRAND TOTAL .		1,498,4	1,491,4	1,488,9

88. As usual the revenue exceeded that of the preceding year, but the increase fell short of Budget anticipations by 9,5 owing to an unexpected decrease in postage on unpaid letters and an increase in the deduction made from revenue on account of payments to the London Post Office for Continental transit of Newspapers and Commercial papers and for open and closed mail transit, and to Foreign and Colonial Administrations for certain arrear claims.

Section C.—POST OFFICE, TELEGRAPH, AND MINT.—RECEIPTS—*continued.*

XIII.—Post Office—*continued.*

89. The falling off under *Parcel and other Postage* was due to smaller receipts from unpaid letters. These receipts fluctuate considerably from year to year, the collections for the last 6 years having been as follows:—

1887-88	144,8
1888-89	148,1
1889-90	140,9
1890-91	155,2
1891-92	154,1
1892-93	150,8

90. The rise in the sale of *Ordinary Postage Stamps* over the actuals of 1891-92 was due to the normal expansion of the operations of the department. The increase under sale of *Service Postage Stamps* occurred chiefly in the Madras and Punjab Circles. The net *Payments to other Governments* were more than double the Budget Estimate owing to payments to the London Post Office for continental transit of Newspapers and Commercial papers and to disbursements for open and closed mail transit; as also to the clearance of certain arrear claims of Foreign and Colonial Administrations. The Budget did not provide for any of these items. The Revised Estimate included a provision of 7,6 for open and closed transit mails, of which only 3,8 was paid during the year. The decrease in *Mail Cart and Parcel Van Passenger Service* was due to dullness of traffic. *Money Order Receipts* were higher than last year's actuals by 10,2, but did not come up to the Budget or the Revised Estimate owing to a decrease in the business during the last four months of the year as compared with the average receipts during the corresponding period of the three preceding years. The falling off under *Other Receipts* resulted chiefly from smaller sales of overprinted Stamps to Native States. The improvement under *District Post* collections was due to new contributions from non-Feudatory States in the Central Provinces and to increased local receipts in the Punjab.

XIV.—Telegraph.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	INDIAN TELEGRAPH—			
	Message Revenue—			
363,5	Sale of Stamps, deducting Refunds, etc. . . .	371,0	372,0	366,1
25,8	Receipts from other Administrations	23,0	23,0	30,5
180,8	Other Receipts by Cash, Postage Stamps and Book Transfer	145,0	180,0	182,3
4	Receipts of Provincial Telegraphs	3	...	...
570,5		539,3	575,0	578,9
	Other Revenue—			
148,0	Rent of Wires and Instruments leased to Railways and Canals	150,0	155,0	155,1
10,6	Rent of Local and Private Lines	11,4	14,1	15,1
1,2	Royalty from Telephone Companies	1,1	1,2	1,3
4,5	Recoveries from Guarantors	5,5	4,0	4,1
2,7	Miscellaneous Revenue	3,0	2,7	2,8
167,0		171,0	177,0	178,4
737,5	TOTAL INDIAN TELEGRAPH .	710,3	752,0	757,3
163,8	INDO-EUROPEAN TELEGRAPH	174,0	170,5	165,2
901,3	TOTAL INDIA .	884,3	922,5	922,5
12,6	ENGLAND	5,5	9,5	9,5
5,4	EXCHANGE	2,8	5,7	5,7
919,3	GRAND TOTAL .	892,6	937,7	937,7

Indian Telegraph.

91. The receipts in 1892-93 show an improvement of 19,8 over those of the previous year, due chiefly to the general expansion of the operations of the Department, and partly to realizations of previous years' claims on account of local, private, and guaranteed lines. A part of the increase due to these causes was counterbalanced by a falling off of 25,5 in the inland state traffic, the receipts from this source in 1891-92 having been exceptionally high in consequence of Military expeditions.

Section C.—POST OFFICE, TELEGRAPH, AND MINT.—RECEIPTS—*continued.*

XIV.—Telegraph—*continued.*

Indian Telegraph—*continued.*

92. Compared with the Budget Estimate the actual receipts show an increase of 47,0. It was due chiefly to the growth of message traffic having been greater than was anticipated, and partly to larger receipts on account of rent of wires and instruments leased to railways and others.

93. The increase of 5,3 over the Revised Estimate is attributed to large receipts in the last few weeks of the year, which were not anticipated.

Indo-European Telegraph.

94. The receipts during 1892-93 were 1,4 less than in 1891-92. The decrease was due chiefly to the amount realized in England from other telegraph administrations on account of message revenue having been smaller than in the previous year. The falling off of 1,9, as compared with the Budget Estimate, is the net result of an increase of 4,0 under England and 2,9 under Exchange, and of a decrease of 8,8 in the receipts in India. The increase in England was due to the receipts from the Ottoman Telegraph administration on account of traffic balances of the previous year having been larger than was expected. The falling off in the receipts in India was due partly to a variation in the course of the traffic, owing to which the amounts collected by the department for other administrations were somewhat less, and partly to the receipts under message revenue in the last few weeks of the year having been smaller than was anticipated. Owing to a falling off in the receipts in India in the last few weeks of the year the actuals fell short of the Revised Estimate by 5,3.

XV.—Mint.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
116,1	Seignorage on Silver	146,0	245,8	256,1
1	Ditto on Gold	1	1	1
83,8	Gain on Copper Coinage	65,0	65,0	37,9
	Other Receipts—			
5,5	Calcutta	6,6	6,3	6,7
4,5	Bombay	9,3	9,2	9,4
210,0	TOTAL INDIA	227,0	326,4	310,2
...	England	...	...	1
...	Exchange	...	...	...
210,0	GRAND TOTAL	227,0	326,4	310,3

95. The large importations of silver, due, in some measure, to the expectation of the early closing of the Mints, account for the large increase under *Seignorage*. The following table shows the importations of silver and the silver coinage at the Mints in recent years:—

	Net Importation.	Silver Coinage.	Seignorage.
1885-86	11,606,6	10,285,6	202,6
1886-87	7,155,7	4,616,5	93,1
1887-88	9,228,8	10,788,4	149,8
1888-89	9,246,7	7,282,3	138,9
1889-90	10,937,9	8,541,2	168,8
1890-91	14,175,1	13,193,5	264,9
1891-92	9,022,2	5,554,0	116,1
1892-93	12,863,6	12,611,5	256,1

96. The *Gain on Copper Coinage* fell short of the Estimate owing to the absorption of copper coin having been less than was anticipated.

Section C.—POST OFFICE, TELEGRAPH, AND MINT—EXPENDITURE.

15—Post Office.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	CHIEF OFFICE, CALCUTTA	61,8	59,5	59,0
55,9	PRESIDENCY AND DISTRICT OFFICES	800,5	803,0	797,4
	CONVEYANCE OF MAILS—			
100,1	Road Establishment and Contingencies	103,7	105,3	103,7
106,3	Railway Charges	112,0	107,8	105,4
49,7	Bullock Train and Mail Cart Establishment and Charges	49,2	52,4	53,4
4,3	Other Charges	4,5	4,6	5,3
260,4		269,4	270,1	267,8
13,0	DISCOUNT ON SALE OF POSTAGE STAMPS	13,5	13,5	13,6
61,9	SUBSIDIES	64,4	66,8	66,6
55,2	STATIONERY AND PRINTING	74,4	60,0	38,2
5,3	MISCELLANEOUS	6,9	5,1	5,2
1,238,5	TOTAL	1,290,9	1,278,0	1,247,8
	DISTRICT POST CHARGES—			
3,6	India	3,7	3,4	3,3
6,1	Central Provinces	5,9	6,2	6,2
13,2	Burma	13,4	13,1	12,9
3,8	Assam	4,0	3,9	3,9
37,1	Bengal	36,6	37,5	37,3
18,3	N.-W. Provinces and Oudh	18,5	18,4	18,4
14,9	Punjab	16,8	16,7	17,0
9,0	Madras	9,5	8,0	7,9
10,7	Bombay	10,7	10,6	10,6
116,7		119,1	117,8	117,5
1,355,2	TOTAL	1,410,0	1,395,8	1,365,3
	ENGLAND—			
59,9	Payments to English Post Offices	59,9	59,9	59,9
36,0	Stores	37,0	35,0	35,8
5	Other Charges	...	...	...
96,4		96,9	94,9	95,7
41,8	EXCHANGE	48,5	56,9	57,5
1,493,4	GRAND TOTAL	1,555,4	1,547,6	1,518,5

97. The actuals show a saving of 36,9 on the Budget, which occurred almost entirely under Stationery and Printing, and was due partly to an actual reduction of the charges owing to stricter economy and partly to an over-estimate of them.

98. The decrease under *Chief Office* resulted from the amounts provided in the Budget for changes in the Director General's Office and for extra and temporary establishments in the Account Office not having been utilised in full. The saving under *Presidency and District Offices*, which was larger than it appears to be, certain charges estimated for under *Miscellaneous* having been compiled under this head, was also due to the provision for increased establishments not having been fully required. *Railway Charges* were less than the Budget Estimate, owing partly to an over-estimate and partly to the more economical working of the Railway Mail Service. The *Bullock Train and Mail Cart* charges exceeded the Budget Estimate, owing partly to an increase in the fixed and temporary establishments, partly to new contracts, and partly to an increase in the contingent charges. The increase under *Subsidies* was due to arrear payments of the subsidies due to the Tigris Euphrates Company and the Steam Navigation Companies in Assam. The excess under *Other Charges* was caused by the opening of a new line of postal communication worked by boats in Assam. The large decrease (36,2,) under *Stationery and Printing* has been explained above. The falling off under *Miscellaneous* was owing chiefly to the charges for construction and repair of Post Offices provided under this head having been compiled under *Presidency and District Offices*.

99. Under *District Post Charges* the increase in Bengal was due to charges for conveyance of mails in the Lushai country; and the decrease in Madras was brought about by the conversion of a large number of District Post Establishments into Imperial.

Section C.—POST OFFICE, TELEGRAPH, AND MINT—EXPENDITURE—*continued.*

16.—Telegraph.

Indian Telegraph.

IMPERIAL.

Capital Account.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
67,6	India	89,3	83,0	80,0
83,2	England	83,5	81,7	79,7
	Revenue Account.			
460,9	India	470,0	485,7	499,8
5,5	England	5,0	6,0	5,9
617,2		647,8	656,4	665,4
38,5	EXCHANGE	44,3	52,6	51,5
655,7		692,1	709,0	716,9
	PROVINCIAL.			
4	Bombay	4	...	...
656,1	TOTAL INDIAN TELEGRAPH	692,5	709,0	716,9
	INDO-EUROPEAN TELEGRAPH.			
	IMPERIAL.			
83,0	India	83,0	66,8	67,4
51,4	England	49,8	39,1	38,7
	RED SEA AND INDIAN TELEGRAPH COMPANY.			
18,0	England	18,0	18,0	18,0
152,4		150,8	123,9	124,1
30,2	EXCHANGE	33,9	34,3	34,1
182,6	TOTAL INDO-EUROPEAN AND RED SEA	184,7	158,2	158,2
611,9	Total India	642,7	635,5	647,2
158,1	„ England	156,3	144,8	142,3
68,7	„ Exchange	78,2	86,9	85,6
838,7	GRAND TOTAL	877,2	867,2	875,1

Indian Telegraph.

100. The expenditure during 1892-93 (excluding Exchange) was 47,8 more than that in the previous year. There was increased expenditure in India, both under Capital and Revenue. The increase under Capital was chiefly due to the outlay on the telegraph lines in Kashmir, which were transferred to the control of the Telegraph Department from 1892-93. The increase under Revenue was due to the expansion of the operations of the Department, including Kashmir lines, which necessitated larger establishments, more renewals and maintenance of additional offices, and partly to the inclusion for the first time in the Finance accounts of the Telegraph Department of the charges for stationery and printing which were formerly debited to the head "Stationery and Printing." The increase, as compared with the Budget Estimate, is attributed partly to the debit of stationery and printing charges, and partly to the grant for Revenue expenditure having proved insufficient. The increase over the Revised Estimate was chiefly due to the debit to this head of the charges for stationery and printing, for which no provision was made owing to the issue of orders for the adjustment after the Revised Estimate of the year had been framed.

Indo-European Telegraph.

101. Exclusive of the special political charge of 7,1 mentioned in the Appropriation Report for 1891-92, the outlay during that year was 145,3. Compared with this figure the expenditure during 1892-93 shows a decrease of 21,2, which was chiefly due (1) to less cable being manufactured during 1892-93 than in the previous year, (2) to smaller payments for stores than in the previous year, and (3) to smaller payments under the common purse agreement, owing to a slight interruption of the Indo-European route and to a general decrease of traffic.

102. The decrease of 26,7, as compared with the Budget Estimate, was chiefly due (1) to the transfer of certain surplus stores valued at 3,2 to the Indian Telegraph Department; (2) to an over-estimate of the cost of re-insulation of the lines in Persia and certain other works; and (3) to smaller payments under the common purse agreement as explained in the foregoing paragraph.

Section C.—POST OFFICE, TELEGRAPH, AND MINT—EXPENDITURE—*continued.*

17.—Mint.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	ESTABLISHMENTS—			
30,3	Calcutta	29,0	30,8	31,2
27,8	Bombay	31,5	28,5	29,0
	LOSS OF WEIGHT IN COINAGE—			
5,6	Calcutta	11,5	7,6	7,2
6,5	Bombay	10,0	15,6	15,3
	OTHER CHARGES—			
5,3	Calcutta	5,2	6,3	5,2
5,3	Bombay	8,6	7,0	7,7
41,2	TOTAL Calcutta	45,7	44,7	43,6
39,6	„ Bombay	50,1	51,1	52,0
80,8	„ India	95,8	95,8	95,6
11,4	„ England	13,0	11,1	10,2
4,9	„ Exchange	6,5	6,7	6,2
97,1	GRAND TOTAL	115,3	113,6	112,0

103. The increase in Calcutta under *Establishments* was chiefly due to charges for extra hours on account of increased coinage operations. In Bombay the saving was chiefly owing to vacancies in the complement of mechanics and labourers, partially counterbalanced by an increase of 1,0 due to the absence of the Mint and Assay Masters on privilege leave. The *Loss of weight in coinage* was, as compared with the Budget Estimate, less in Calcutta, chiefly owing to an over-estimate of the amount of uncurrent coins received for re-coinage, partially counterbalanced by an increase due to the larger coinage. In Bombay the excess over the Budget was due to an increase in the coinage of 3½ crores over the Estimate.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	Accounts.
1,656,2	RECEIPTS	1,615,8	1,660,8	1,607,9

104. The receipts in this section show a decrease as compared with both the actuals of the previous year and the Estimates in consequence of a change in the method of accounting for recoveries from other Departments and Local Governments for work executed in Dock-yards, which are now deducted from the expenditure instead of being shown as receipts under Marine. There is, of course, a corresponding reduction under the expenditure head. But for this change the receipts would have shown a small increase, chiefly under Law and Justice, in escheats, and magisterial fines, under Police in cattle pound fees, and under Marine in the sale-proceeds of unserviceable vessels. There was a slight falling off in Educational fees owing to the transfer of a large number of schools to the control of Municipalities in the Central Provinces.

XVIA.—Law and Justice—Courts of Law.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Sale-proceeds of Unclaimed and Escheated Property.	Accounts	1891-92	3,8	1,6	1,3	1,1	1,0	2,3	1,8	1,3	1,7	2,8	18,7
	Budget	1892-93	6	1,5	8	1,1	7	3,0	2,0	1,3	1,6	3,2	15,8
	Revised	1892-93	5,8	1,7	1,3	1,1	7	2,6	1,9	1,3	1,5	2,5	20,4
	Accounts	1892-93	6,1	1,7	1,5	1,2	7	2,8	2,1	1,0	1,3	5,4	24,4
Court-fees realised in cash.	Accounts	1891-92	1	1,2	...	...	3	2,7	22,6	7	2,4	1,2	31,2
	Budget	1892-93	1	9	...	...	2	2,2	22,4	8	2,5	1,2	30,3
	Revised	1892-93	1	1,2	...	1	2	3,6	22,8	7	1,9	1,2	31,8
	Accounts	1892-93	1	1,2	...	1	2	3,6	22,8	6	1,9	9	31,4
General Fees, Fines, and Forfeitures.	Accounts	1891-92	4,5	10,1	13,2	33,8	8,4	79,8	28,6	40,1	50,0	31,6	309,1
	Budget	1892-93	4,8	10,6	13,8	31,0	6,6	78,0	26,3	39,6	58,8	31,3	300,8
	Revised	1892-93	5,1	11,0	14,2	32,7	8,7	76,6	28,3	39,3	57,3	32,5	305,7
	Accounts	1892-93	4,7	10,6	13,0	33,0	8,7	76,5	27,9	38,4	59,4	32,1	304,3
Other Receipts	Accounts	1891-92	...	7	1,3	4	1	3,3	1,5	1,9	2,6	5,1	16,9
	Budget	1892-93	...	4	6	2	2	3,8	1,5	4,1	2,1	4,7	17,6
	Revised	1892-93	....	6	9	6	2	4,2	1,5	1,9	4,3	4,8	19,0
	Accounts	1892-93	...	5	8	7	2	3,9	1,1	1,7	3,7	4,7	17,3
Total	Accounts	1891-92	8,4	13,6	51,1		9,8	88,1	54,5	44,0	65,7	40,7	375,9
	Budget	1892-93	5,5	13,4	47,5		7,7	87,0	52,2	45,8	65,0	40,4	364,5
	Revised	1892-93	11,0	14,5	50,9		9,8	87,0	54,5	43,2	65,0	41,0	376,9
	Accounts	1892-93	10,9	14,0	50,3		9,8	86,8	53,9	42,3	60,3	43,1	377,4

105. The steady progress in the receipts classified under this head, which was noticed in last year's report, is maintained; the accounts of 1892-93 exceeded those of 1891-92 by 1,5 and the Budget Estimate by 12,9.

106. Under *Sale-proceeds of Unclaimed and Escheated Property* the Revenue is necessarily fluctuating. There was an increase of 8,6 as compared with the Budget, owing to larger receipts on account of unclaimed estates transferred to Government by the Administrator General, Bengal, and to special items in the Satara and Sholapore districts in Bombay.

107. Under *Court-fees realised in cash* the receipts in Bengal exceeded those of the preceding five years except 1890-91, in which there was a special item of 5,8. But this was partly counterbalanced by slight decreases in Madras and Bombay.

108. The receipts under *General Fees, Fines and Forfeitures*, consisting chiefly of magisterial fines, show a slight increase; but in Bengal, the Punjab, and Upper Burma there was a slight falling off.

109. Under *Other Receipts* the accounts of 1892-93 were better than those of 1891-92. The decrease compared with the Budget was nominal, because the Budget for Punjab included 2,1 for Judicial Record Fees, which in the accounts were credited under I.—Land Revenue.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XVIB.—Law and Justice—Jails.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. and Oudh.	Punjab.	Madras	Bombay	Total.
Sale-proceeds of Jail Manufactures.	Accounts	1891-92	1,4	28,4	6,6	25,5	1,0	91,8	39,5	15,1	24,6	11,3	245,2
	Budget	1892-93	1,8	35,2	6,5	26,2	1,5	89,6	35,6	15,6	20,0	10,0	242,0
	Revised	1892-93	1,8	22,7	9,0	26,1	1,1	91,4	40,5	13,2	30,4	10,0	246,8
	Accounts	1892-93	1,9	26,4	11,1	26,8	1,2	90,9	39,3	13,8	32,9	10,5	254,8
Other Receipts	Accounts	1891-92	2,6	3	1,2	5	5,5	1,0	5,6	9,7	1,2	10,6	38,2
	Budget	1892-93	1,8	3	1,2	1,0	4,3	4	7,4	7,7	1,3	11,9	37,3
	Revised	1892-93	1,9	3	5	6	5,2	6	5	6,1	2,6	10,0	28,3
	Accounts	1892-93	8	3	1,0	1,5	4,3	4	7	5,9	3,1	9,8	27,8
Convict Receipts at Port Blair and Nicobars.	Accounts	1891-92	27,9	...	...	...	...	...	...	...	...	...	27,9
	Budget	1892-93	31,3	...	...	...	...	...	...	...	...	...	31,3
	Revised	1892-93	27,5	...	...	...	...	...	...	...	...	...	27,5
	Accounts	1892-93	26,6	...	...	...	...	...	...	...	...	...	26,6
Total	Accounts	1891-92	31,9	28,7	33,3		6,5	92,8	45,1	24,8	25,8	21,9	311,3
	Budget	1892-93	34,9	35,5	34,9		5,8	90,0	43,0	23,3	21,3	21,9	310,6
	Revised	1892-93	31,2	23,0	36,8		6,3	92,0	41,0	19,3	33,0	20,0	302,6
	Accounts	1892-93	29,3	26,7	40,4		5,5	91,3	40,0	19,7	36,0	20,3	309,2

110. The receipts on the whole fell slightly short of the Budget Estimate and the Accounts of 1891-92, but there were considerable differences in the different provinces. The Revised Estimate was pitched too low in the Central Provinces, Burma, and Madras.

111. In *Sale-proceeds of Jail Manufactures* there was an increase of 12,8, which was contributed chiefly by increased receipts consequent upon extension of factory work in Madras, Upper Burma, and North-Western Provinces and Oudh, counterbalanced by a large falling off in the Central Provinces. This falling off was due partly to the prohibition of an adjustment of the value of cloth for tent manufacturing purposes supplied by the Jubbulpore Central Jail to the School of Industry, which would have resulted in a charge under the same head, and partly to the abolition of the latter institution in January 1893. In Punjab and Bombay the receipts were slightly lower than in 1891-92, owing, in the first case, to a temporary cessation of manufacture in two large jails in consequence of the outbreak of cholera and, in the second case, to the employment of prisoners of the Dhulia Jail extramurally. The net receipts under this head, after deducting the corresponding charges under head 19B, are given below:—

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Net Receipts from Jail Manufactures.	Accounts	1891-92	3	4	2,3	10,9	3	25,3	14,4	4	5,5	3,1	62,9
	Budget	1892-93	6	4,3	2,0	11,2	4	7,1	13,4	—5	3,0	6	42,1
	Revised	1892-93	7	—3,2	5,0	11,5	2	10,4	15,8	...	6,8	1,8	58,0
	Accounts	1892-93	7	4,3	6,5	13,7	5	20,3	13,9	—2	8,9	2,1	70,7

The largest difference here between the Actuals and the Budget is in Bengal, the charges having been largely over-estimated. It will be noticed that in the Punjab the result of the manufacturing operations was a net charge.

112. Under *Other Receipts* the decrease in India is due to the adoption of the practice of crediting recoveries from Native States on account of the cost of maintaining their prisoners in Government jails in the North-Western Provinces and Bombay in the books of those provinces instead of in India. The falling off in North-Western Provinces and Oudh is due to the discontinuance of a paper credit in the jail accounts of the value of convict labour employed in the construction of jail buildings. The decline in the Punjab is due to the discontinuance early in the year of the employment of convicts at Chenawan on extramural labour; and, in Bombay, to a reduction in the strength of the Nara gang and to postponement of the adjustment of value of labour supplied to the Hyderabad Jail.

113. The decrease under *Convict Receipts at Port Blair* occurred partly in the Tea Garden receipts, owing to a short crop and to delay in the adjustment of the value of tea supplied to the Burma Commissariat, and partly in receipts from Native States on account of the cost of maintenance of their prisoners owing to a decrease in their number.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XVII.—Police.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Police supplied to Municipal, Cantonment, and Town Funds.	Accounts 1891-92	...	6	12,2	...	...	7	6,3	55,3	...	6,2	81,3
	Budget 1892-93	1,1	6	12,8	...	...	1,0	6,4	55,3	...	6,0	83,2
	Revised 1892-93	...	6	14,0	...	...	6	6,3	55,1	...	5,8	82,4
	Accounts 1892-93	...	6	12,2	...	...	6	6,1	55,3	...	5,7	80,5
Police supplied to Public Departments, Private Companies, and persons.	Accounts 1891-92	...	1,3	3	4	3	1,7	2,6	1,8	2,4	15,8	26,6
	Budget 1892-93	1	8	2	8	...	2,0	1,9	2,5	2,5	13,0	23,8
	Revised 1892-93	...	1,7	3	5	2	2,3	1,9	1,3	2,4	15,6	26,2
	Accounts 1892-93	...	1,8	2	5	5	2,5	1,9	1,3	4,4	15,9	29,0
Presidency Police	Accounts 1891-92	...	...	...	...	...	13,1	...	...	3,3	12,0	28,4
	Budget 1892-93	...	...	...	...	...	13,0	...	...	2,8	13,1	28,9
	Revised 1892-93	...	...	...	...	...	9,3	...	...	3,2	16,9	29,4
	Accounts 1892-93	...	...	...	...	...	10,2	...	...	3,1	17,1	30,4
Fees, Fines and Forfeitures (chiefly Cattle Pound Fees)	Accounts 1891-92	8	17,1	2,4	4,4	8,2	49,5	30,8	11,2	33,8	34,0	192,2
	Budget 1892-93	8	15,5	2,2	4,0	8,2	49,0	28,3	10,6	33,7	32,3	184,6
	Revised 1892-93	9	16,4	3,7	6,2	8,9	(a)49,1	26,7	11,4	33,7	35,6	192,6
	Accounts 1892-93	8	17,0	4,0	6,3	8,2	(a)51,9	29,0	11,7	33,4	35,7	198,6
Other Receipts	Accounts 1891-92	4,3	9	2,9	8	4,0	26,4	3,9	2,4	3,2	4,3	53,1
	Budget 1892-93	6	7	2,0	7	2,9	27,0	2,4	1,4	3,7	4,6	46,0
	Revised 1892-93	7	9	2,0	7	3,6	28,7	4,1	1,4	3,7	10,1	55,9
	Accounts 1892-93	7	8	1,3	8	3,4	27,5	3,8	1,7	5,5	12,0	57,5
Total	Accounts 1891-92	5,1	19,9	23,4		12,5	91,4	43,6	70,7	42,7	72,3	381,6
	Budget 1892-93	2,6	17,6	22,7		11,1	92,0	39,0	69,8	42,7	69,0	366,5
	Revised 1892-93	1,6	19,6	27,4		12,7	90,0	39,0	69,2	43,0	84,0	386,5
	Accounts 1892-93	1,5	20,8	25,3		12,1	92,7	40,8	70,0	40,4	86,4	396,0

(a) Include 2,7 and 2,8 on account of Steam Boiler Inspection fees formerly shown under Presidency Police.

114. The receipts under this head exceeded those of 1891-92 by 14,4 and the Budget Estimate by 29,5. All the provinces contributed to the increase except India, where however the decline was nominal, because receipts on account of Police supplied to Municipalities in Baluchistan, formerly credited to this head, are now adjusted by deduction from the charges.

115. The increase under *Police supplied to Public Departments, Private Companies, and persons* was due to special contributions received from certain zemindaries in the Central Provinces, to larger recoveries from private individuals in Patna, to the recovery from the South Indian Railway of seven-tenths of the cost of the Police employed for law and order which was not anticipated in the estimates, and to larger recoveries on account of Excise Police in Bombay.

116. Under *Presidency Police* the decline in Bengal was nominal, being due to the transfer of steam boiler inspection fees from this head to that of *Fees, Fines, etc.* In Bombay there was an increase under this head due to the receipt from the Port Trust of 7,2, on account of its contribution towards the cost of the Dock and Harbour Police against 4,0, the amount taken in the Budget. The yearly contribution, which had long been the subject of discussion, was at last fixed at 2,8, being a moiety of the estimated charge, and this amount was paid together with arrears of previous years.

117. Under *Fees, Fines, and Forfeitures* there was a small increase in most provinces, chiefly from cattle pound fees; and in Burma from fines under the Gambling Act and slaughter-house licenses.

118. The increase under *Other Receipts*, which occurs in the North-Western Provinces and Oudh, Madras and Bombay, was due to the return of unserviceable arms and accoutrements to the Military Department.

XVIII.—Marine.

		India.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	Madras.	Bombay.	Total.
Pilotage Receipts	Accounts 1891-92	...	...	...	...	88,4	...	5	88,9
	Budget 1892-93	...	...	...	...	88,8	...	5	89,3
	Revised 1892-93	...	...	...	...	83,0	...	5	83,5
	Accounts 1892-93	...	...	...	...	84,1	...	3	84,4
Dockyard Services, etc.	Accounts 1891-92	81,1	...	...	...	...	...	...	81,1
	Budget 1892-93	76,0	...	...	...	...	...	...	76,0
	Revised 1892-93	81,0	...	...	...	...	...	...	81,0
	Accounts 1892-93	5,7	...	...	...	...	...	...	5,7

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XVIII.—Marine—*continued.*

		India.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	Madras.	Bombay.	Total.
Sale-proceeds of Vessels and Stores.	Accounts 1891-92	2,1	3,0	1	...	8	...	...	6,0
	Budget 1892-93	1,5	1	1	...	2	...	...	1,9
	Revised 1892-93	15,8	...	2,1	...	1	...	...	18,0
	Accounts 1892-93	16,6	...	1,9	...	1	...	...	18,6
Registration and other Fees.	Accounts 1891-92	...	...	2	...	3,2	...	6,4	9,8
	Budget 1892-93	...	...	2	...	3,6	...	6,1	9,9
	Revised 1892-93	...	1	2	...	3,1	...	6,3	9,7
	Accounts 1892-93	...	1	2	...	3,5	...	6,2	10,0
Coast Light Dues	Accounts 1891-92	...	...	26,3	...	...	...	...	26,3
	Budget 1892-93	...	...	25,7	...	...	...	...	25,7
	Revised 1892-93	...	...	26,0	...	...	...	...	26,0
	Accounts 1892-93	...	...	25,9	...	...	...	...	25,9
Other Receipts	Accounts 1891-92	3,4	1,0	1,4	...	4,1	4	...	10,3
	Budget 1892-93	10,0	1,0	1,5	...	4,2	...	...	16,7
	Revised 1892-93	5,2	1,0	1,5	...	4,3	1	1	12,2
	Accounts 1892-93	6,1	5	1,2	1	4,3	...	1	12,3
Total	Accounts 1891-92	86,6	32,0		...	96,5	4	6,9	222,4
	Budget 1892-93	87,5	28,6		...	96,8	...	6,6	279,5
	Revised 1892-93	102,0	30,9		...	90,5	1	6,9	230,4
	Accounts 1892-93	28,4	29,8		1	92,0	...	6,6	156,9

119. The principal variations under this head are due to the introduction in the accounts of 1892-93 of the system of adjusting recoveries for work done for other Departments and Local Governments by deduction from expenditure instead of by crediting them as receipts under "Dockyard Services." There is, of course, a corresponding reduction in the charges. The decision to adopt this course was arrived at after the Revised Estimate was framed; and the receipts were lower than the Revised Estimate by 73,5, mainly owing to this change.

120. Under the Hooghly *Pilotage Receipts* there is a falling off of 4,3 as compared with the accounts of 1891-92. These receipts fluctuate with the amount of shipping visiting the port.

121. The decrease in the receipts on account of *Dockyard Services* has been above explained. The figures shown in the accounts of 1892-93 represent realizations from Port and Local Funds and private individuals, and also include 2,4 realized by the hire of the *Sladen* and her flats to the Mu Valley State Railway.

122. The increase under *Sale-proceeds of Vessels and Stores* is accounted for by the sale, which was not anticipated when the Budget was framed, of the Royal Indian Navy vessels *Mayu*, *Lark* and *Condor*, of the Hydraulic Lift at Hog Island, and of the Sandoway and Akyab District Cess launches.

XIX.—Education.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Fees and Fines	Accounts 1891-92	1,0	3,6	...	9	4,1	56,8	19,1	6,9	27,3	37,5	157,2
	Budget 1892-93	1,1	3,6	1	1,0	4,1	58,9	19,0	7,8	28,6	36,7	160,9
	Revised 1892-93	1,0	2,6	1	1,0	4,1	55,5	19,3	7,8	28,6	37,8	157,8
	Accounts 1892-93	1,0	2,2	1	1,0	3,9	55,6	19,3	8,1	30,6	38,8	160,6
Contributions	Accounts 1891-92	...	6,4	...	8	...	2,6	3,6	5	5	2,8	17,2
	Budget 1892-93	1	6,7	1	8	...	2,2	2,6	7	8	1,6	15,6
	Revised 1892-93	1	2,7	1	8	...	3,6	2,7	5	1,8	2,5	14,8
	Accounts 1892-93	1	2,8	...	8	...	4,0	2,5	5	1,8	2,3	14,8
Other Receipts	Accounts 1891-92	...	4,1	...	1	3	3,9	4,3	4	4,4	19,8	37,3
	Budget 1892-93	1	3,9	1	1	2	3,4	4,4	3	5,5	19,0	37,0
	Revised 1892-93	1	3,8	1	2	2	3,3	4,5	4	4,2	19,3	36,1
	Accounts 1892-93	1	3,0	1	2	2	3,3	4,5	2	3,9	19,4	34,9
Total	Accounts 1891-92	1,0	14,1	1,8		4,4	63,3	27,0	7,8	32,2	60,1	211,7
	Budget 1892-93	1,3	14,2	2,2		4,3	64,5	26,0	8,8	34,9	57,3	213,5
	Revised 1892-93	1,2	9,1	2,3		4,3	62,4	26,5	8,7	34,6	59,6	208,7
	Accounts 1892-93	1,2	8,0	2,2		4,1	62,9	26,3	8,8	36,3	60,5	210,3

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XIX.—Education—*continued.*

123. The receipts were 3,2 lower than the Budget Estimate and 1,4 lower than the accounts of 1891-92. There was a decrease of 6,2 in the Central Provinces, due to the transfer of a large number of schools to the control of Municipalities and to smaller transactions on account of the book depôt which, it was expected, would be transferred to a private agency: there are corresponding reductions in the charges. In Bengal there was a decline of 3,3 in the receipts from *Fees*, for which an increase was taken in the Budget as they have during recent years been prog ressing; they were however lower than in 1891-92, both for colleges and for schools, and consequently considerably lower than the Budget. In Madras and Bombay there were increases of 2,0 and 2,1 under this head, due, in the first case, to the opening of special law classes for pleadership candidates and to an increase in the number of schools and, in the second case, to improved attendance at existing schools. The increase of 1,8 in *Contributions* in Bengal is due to donations given by private individuals in Mymensing and Maldah towards educational buildings; there were also larger popular contributions to Local Board Schools in Bombay.

XX.—Medical.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Medical College and School Fees.	Accounts 1891-92	...	...	...	...	...	2,7	...	3	2,2	2,2	7,4
	Budget 1892-93	...	...	...	...	...	2,7	...	3	2,0	2,1	7,1
	Revised 1892-93	...	...	...	...	...	3,2	...	3	1,9	2,2	7,6
	Accounts 1892-93	...	...	...	...	...	3,3	...	3	1,9	2,2	7,7
Hospital Receipts	Accounts 1891-92	...	...	...	...	...	6,1	...	4	1,4	3,0	10,9
	Budget 1892-93	...	...	...	...	...	6,5	...	9	1,1	2,6	11,1
	Revised 1892-93	...	...	...	...	...	6,3	1	4	1,4	3,6	11,8
	Accounts 1892-93	...	...	...	...	...	8,0	1	7	1,7	3,9	14,4
Lunatic Asylum Receipts.	Accounts 1891-92	...	3	...	1,8	...	2,2	5	1	8	1,5	7,2
	Budget 1892-93	...	3	...	1,7	...	2,4	5	1	7	1,5	7,2
	Revised 1892-93	...	2	...	1,6	...	2,2	5	2	9	1,5	7,1
	Accounts 1892-93	...	2	...	1,5	...	2,4	5	1	9	1,6	7,2
Contributions	Accounts 1891-92	8	1,0	2	1	...	4,0	11,8	3,1	4,2	4,7	29,9
	Budget 1892-93	7	6	2	2	...	3,9	14,1	3,0	4,7	4,6	32,0
	Revised 1892-93	8	6	2	2	...	4,3	13,9	3,0	4,6	4,8	32,4
	Accounts 1892-93	8	8	1	1	...	4,8	13,8	3,3	5,3	4,1	33,1
Other Receipts	Accounts 1891-92	...	1	...	1	1	7	1,5	4	1,1	4	4,4
	Budget 1892-93	...	1	...	1	1	4	9	5	1,0	4	3,5
	Revised 1892-93	...	1	1	1	1	4	1,4	6	1,2	4	4,4
	Accounts 1892-93	...	...	...	1	1	2	1,6	5	1,5	5	4,5
Total	Accounts 1891-92	8	1,4	2,2		1	15,7	13,8	4,3	9,7	11,8	59,8
	Budget 1892-93	7	1,0	2,2		1	15,9	15,5	4,8	9,5	11,2	60,9
	Revised 1892-93	8	9	2,2		1	16,4	15,9	4,5	10,0	12,5	63,3
	Accounts 1892-93	8	1,0	1,8		1	18,7	16,0	4,9	11,3	12,3	66,9

		Sterling.	Exchange.	Total.			
England	Accounts 1891-92	2,3	1,0	3,3	Total, including England.	Accounts 1891-92	63,1
	Budget 1892-93	2,2	1,1	3,3		Budget 1892-93	64,2
	Revised 1892-93	2,6	1,6	4,2		Revised 1892-93	67,5
	Accounts 1892-93	3,1	1,9	5,0		Accounts 1892-93	71,9

124. The receipts in India were 6,0 more than in the Budget Estimate, of which 6 was in *Medical College Fees* in Bengal, 3,3 in *Hospital Receipts*, chiefly in Bengal and Bombay, and 1,1 in *Contributions* in Bengal and Madras. A part of the increase under *Hospital Receipts* in Bengal is due to an enhancement of the rate of recovery from the Hospital Port Dues Fund for charges incurred on account of seamen. Under *Contributions* larger amounts were received from private persons in Bengal and Madras. In the North-Western Provinces and Oudh the increase under this head was chiefly due to the contributions paid by Town Funds and Municipalities on account of the pay of vaccinators having been for the first time passed through the District Boards' accounts.

125. In *England* the increase of 9 is due to a larger amount having been realised than was estimated from the sale of furniture and effects at the Ealing Asylum, which was closed.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XXI.—Scientific and other Minor Departments.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Receipts on account of Experimental Cultivation.	Accounts 1891-92	...	2	...	...	...	4	1,4	1,4	2	1,4	5,0
	Budget 1892-93	...	2	...	...	...	2	1,1	5	...	1,1	3,1
	Revised 1892-93	...	2	1	...	...	3	1,9	7	1	1,3	4,6
	Accounts 1892-93	...	2	1	...	...	3	2,7	8	1	1,2	5,4
Botanical and other Public Garden Receipts.	Accounts 1891-92	1	1,1	...	...	...	3	3,1	5,1	5	8	11,0
	Budget 1892-93	...	1,2	...	...	...	4	3,2	4,8	5	7	10,8
	Revised 1892-93	1	1,1	...	...	...	4	3,1	4,9	5	2	10,3
	Accounts 1892-93	1	1,0	...	...	...	5	3,4	4,8	5	1	10,4
Cinchona Plantations.	Accounts 1891-92	...	...	...	...	...	11,0	...	...	7,7	...	18,7
	Budget 1892-93	...	...	...	...	...	10,7	...	...	9,0	...	19,7
	Revised 1892-93	...	...	...	...	...	11,4	...	...	9,0	...	20,4
	Accounts 1892-93	...	...	...	...	...	11,8	...	...	7,3	...	19,1
Receipts on account of Public Exhibitions and Fairs.	Accounts 1891-92	...	4	...	...	...	3	5,2	7,3	...	3	13,5
	Budget 1892-93	1	2	...	...	...	...	5,0	5,7	...	4	11,4
	Revised 1892-93	1	3	...	...	...	3	5,2	5,2	...	3	11,4
	Accounts 1892-93	1	4	...	...	...	4	4,2	5,3	...	2	10,6
Veterinary and Stallion Receipts.	Accounts 1891-92	2,0	...	...	...	...	(a)	...	(a)	...	(a)	2,0
	Budget 1892-93	4	...	...	...	...	...	...	...	...	5	9
	Revised 1892-93	1,9	...	...	...	...	2,5	...	4	...	4	5,2
	Accounts 1892-93	1,3	...	...	...	...	2,5	...	4	...	6	4,8
Labour and Emigration.	Accounts 1891-92	...	...	...	...	6,0	5,7	...	...	1,5	...	13,2
	Budget 1892-93	...	...	...	...	6,2	5,0	...	...	2,0	...	13,2
	Revised 1892-93	...	...	...	...	6,5	5,2	...	...	1,6	...	13,3
	Accounts 1892-93	...	...	...	...	6,4	4,9	1	...	1,0	...	12,4
Sale of Maps, Instruments, etc., by the Survey and Mathematical Instrument Department.	Accounts 1891-92	5,8	...	...	...	...	...	...	...	...	...	5,8
	Budget 1892-93	6,4	...	...	...	...	...	...	...	...	...	6,4
	Revised 1892-93	7,0	...	...	...	...	...	...	...	...	...	7,0
	Accounts 1892-93	8,3	...	...	...	...	...	...	...	...	...	8,3
Other Receipts	Accounts 1891-92	2,1	2	1	5	...	3,7	3	2,5	9,0	1,9	20,3
	Budget 1892-93	9	...	1	2	...	2	3	1,0	7,1	1,4	11,2
	Revised 1892-93	9	1	1	2	...	6	3	1,0	10,7	1,3	15,2
	Accounts 1892-93	1,0	1	1	...	...	4	2	1,2	10,0	1,4	14,4
Total	Accounts 1891-92	10,0	1,9	6		6,0	21,4	10,0	16,3	18,9	4,4	89,5
	Budget 1892-93	7,8	1,6	3		6,2	16,5	9,6	12,0	18,6	4,1	76,7
	Revised 1892-93	10,0	1,7	.4		6,5	20,7	10,5	12,2	21,9	3,5	87,4
	Accounts 1892-93	10,8	1,7	2		6,4	20,8	10,6	12,5	18,9	3,5	85,4

		Sterling.	Exchange.	Total.			
England	Accounts 1891-92	5	2	7	Total, including England.	Accounts 1891-92	90,2
	Budget 1892-93	2	1	3		Budget 1892-93	77,0
	Revised 1892-93	5	3	8		Revised 1892-93	88,2
	Accounts 1892-93	5	3	8		Accounts 1892-93	86,2

(a) 3,0, 3, and 5, respectively were included under Other Receipts.

126. The actuals were higher than the Budget Estimate by 9,2. Under *Receipts on account of experimental cultivation* there was an increase of 2,3, due chiefly to leasing out the Ghazipore Stud Farm lands in North-Western Provinces. Under *Veterinary and Stallion* receipts there was an increase of 3,9, of which 2,5 was due to a contribution made by Sir Dinshaw Manockjee Petit of Bombay towards the Veterinary School and Hospital at Belgachia near Calcutta. Under *Labour and Emigration* there was a decline of 1,0 in Madras, owing to there having been no emigration to Mauritius. The receipts from *Sale of Maps, etc.*, by the Survey Department showed an increase of 1,9. The improvement in *Other Receipts* is due to increased fees realized in Madras for Uncovenanted Civil Service Examinations.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
13,853,8	EXPENDITURE	14,132,5	14,344,1	14,259,9

127. The expenditure in this section exceeded that of 1891-92 by 406,1 and the Budget Estimate by 127,4. As compared with 1891-92 the increase in the ordinary expenditure is larger still, because the charges of that year included 182,1 on account of the Census. The greater portion of this increase is due to the payments made in England for the construction of two Troop-Ships and a dredger. But there was also an increase of 214,3 in the Indian charges, excluding the Census charges, which was due to the gradual growth of expenditure in all the Departments, especially the Medical Department; and to special Political Expenditure on the North-Western Frontier and in the Lushai Country. As compared with the Budget Estimate there were considerable savings under the heads "Police" and "Education" owing to certain schemes, for which provision had been made, not having been carried out; but they were more than counterbalanced by increased charges under the head "Political" and by the charges for the Troop-Ships and the dredger under "Marine," which were not provided for in the Budget.

18.—General Administration.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Salaries of Governor General, Governors, Lieutenant-Governors, and Chief Commissioners, including Commissioner in Sind and his establishment.	Accounts 1891-92	25,1	4,8	...	7,7	4,4	9,6	9,6	10,1	12,0	23,8	107,1
	Budget 1892-93	25,1	4,8	...	7,7	4,8	9,6	9,6	9,6	12,0	23,1	106,3
	Revised 1892-93	25,1	4,8	...	6,8	4,8	9,6	9,6	9,5	12,0	23,4	105,6
	Accounts 1892-93	25,1	4,8	...	6,8	4,8	9,0	9,6	9,5	12,0	23,3	105,5
Staff and Household	Accounts 1891-92	23,5	6	...	1,8	3	2,2	3,8	2,1	13,5	20,4	68,2
	Budget 1892-93	25,6	6	...	2,0	5	2,4	3,7	2,1	13,6	18,4	68,9
	Revised 1892-93	23,2	6	...	2,0	5	2,4	3,7	2,1	14,4	18,9	67,8
	Accounts 1892-93	24,0	6	...	2,0	5	2,3	3,9	2,0	14,4	18,8	68,5
Durbar Fund	Accounts 1891-92	16,5	...	...	...	...	...	...	...	...	...	16,5
	Budget 1892-93	16,5	...	...	...	...	...	...	...	...	...	16,5
	Revised 1892-93	16,5	...	...	...	...	...	...	...	...	...	16,5
	Accounts 1892-93	14,5	...	...	...	...	...	...	...	...	...	14,5
Executive Council	Accounts 1891-92	39,2	...	...	...	...	...	...	...	12,7	12,6	64,5
	Budget 1892-93	38,8	...	...	...	...	...	...	...	12,8	12,5	64,1
	Revised 1892-93	39,0	...	...	...	...	...	...	...	12,7	12,3	64,0
	Accounts 1892-93	39,5	...	...	...	...	...	...	...	12,7	12,1	64,3
Legislative Council	Accounts 1891-92	20,2	...	...	...	...	1,8	2	...	1,6	1	23,9
	Budget 1892-93	19,7	...	...	...	...	2,3	3	...	1,2	1,1	24,6
	Revised 1892-93	19,5	...	...	...	...	2,0	2	...	1,0	6	23,9
	Accounts 1892-93	16,7	...	...	...	...	2,2	2	...	1,5	6	21,2
Secretariat	Accounts 1891-92	197,9	9,8	1	24,0	8,1	51,9	30,2	21,3	38,4	45,7	427,4
	Budget 1892-93	192,6	11,5	1	25,6	9,1	49,9	30,5	22,8	35,3	40,9	424,3
	Revised 1892-93	196,5	12,1	1	26,3	8,7	54,1	29,9	23,6	38,4	45,3	435,0
	Accounts 1892-93	200,9	11,7	1	25,8	8,9	53,6	29,4	24,1	37,4	45,3	437,2
Tour Charges	Accounts 1891-92	15,2	1,2	...	5	7	3,1	4,4	4,6	2	1,6	31,5
	Budget 1892-93	16,4	1,7	...	8	7	3,4	5,4	5,4	3	6	34,7
	Revised 1892-93	16,0	1,6	...	6	7	3,4	5,5	6,5	4	6	35,3
	Accounts 1892-93	12,1	1,5	...	6	6	4,0	5,7	6,0	5	3	31,3
Board of Revenue and Financial Commissioner.	Accounts 1891-92	...	...	...	7,5	...	28,9	25,7	18,8	18,4	...	99,3
	Budget 1892-93	...	...	...	8,5	...	27,6	25,6	18,6	18,2	...	98,5
	Revised 1892-93	...	...	...	8,8	...	29,6	26,5	20,0	18,2	...	103,1
	Accounts 1892-93	...	...	...	8,6	...	29,4	26,9	19,8	17,7	...	102,4
Commissioners	Accounts 1891-92	1	19,2	19,0	20,4	5,1	53,8	51,0	34,1	...	22,8	225,5
	Budget 1892-93	1	19,1	19,6	19,2	5,4	52,2	49,9	34,0	...	22,8	222,3
	Revised 1892-93	1	19,8	19,8	20,4	5,1	54,0	48,4	34,3	...	23,9	225,8
	Accounts 1892-93	1	19,9	19,5	20,6	5,0	55,4	48,4	33,0	...	23,3	225,2

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

18.—General Administration—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Inspector General of Stamps, Registration, Excise, Jails and Police.	Accounts 1891-92	...	...	...	...	...	...	...	4,2	...	...	4,2
	Budget 1892-93	...	2,6	...	...	5,1	...	5,2	4,4	...	5,4	22,7
	Revised 1892-93	...	2,6	...	...	4,8	...	4,7	4,3	...	5,6	22,0
	Accounts 1892-93	...	2,5	...	...	4,7	...	4,8	4,3	...	5,8	22,1
Account Offices	Accounts 1891-92	61,7	7,3	2	19,2	5,2	36,5	21,3	17,2	25,4	26,6	220,6
	Budget 1892-93	64,3	8,9	2	21,5	5,1	35,0	21,7	17,4	24,7	27,3	226,1
	Revised 1892-93	60,6	8,2	2	20,8	5,1	34,5	22,3	18,1	25,1	26,4	221,3
	Accounts 1892-93	62,2	8,1	2	21,1	5,1	34,0	22,2	18,1	24,9	26,0	221,9
Paper Currency Office.	Accounts 1891-92	11,1	...	...	2,0	...	...	1,3	1,2	2,6	7,9	26,1
	Budget 1892-93	11,0	...	...	2,3	...	...	1,4	1,1	2,6	8,5	26,9
	Revised 1892-93	10,6	...	...	2,2	...	...	1,3	1,2	2,6	8,5	26,4
	Accounts 1892-93	10,5	...	...	2,3	...	...	1,3	1,2	2,6	8,6	26,5
Allowance to Presidency Banks.	Accounts 1891-92	16,4	...	...	...	...	1,4	...	...	3,2	7,5	28,5
	Budget 1892-93	17,6	...	...	...	...	1,4	...	...	3,3	8,2	30,5
	Revised 1892-93	16,3	...	...	...	...	1,4	...	...	3,2	7,8	28,7
	Accounts 1892-93	16,4	...	...	...	...	1,4	...	...	3,2	7,8	28,8
General Establishment of Local Fund Offices.	Accounts 1891-92	1	2,8	1	1,0	3	29,2	5,3	12,5	27,5	10,5	89,3
	Budget 1892-93	2	3,0	3	1,2	3	28,5	5,8	12,7	28,5	11,0	91,5
	Revised 1892-93	1	2,8	3	1,1	3	32,0	5,4	12,7	30,5	10,7	95,9
	Accounts 1892-93	1	2,8	2	1,1	3	30,8	5,4	12,9	28,5	10,5	92,6
Other Charges, Reserve Treasuries.	Accounts 1891-92	5	...	...	...	...	...	...	...	3	...	8
	Budget 1892-93	5	...	...	...	...	...	...	...	2	...	7
	Revised 1892-93	5	...	...	...	...	...	...	...	2	...	7
	Accounts 1892-93	4	...	...	...	...	...	...	...	1	...	5
TOTAL, INDIA	Accounts 1891-92	427,5	45,7	103,5		24,1	218,4	152,8	126,1	155,8	179,5	1,433,4
	Budget 1892-93	428,4	52,2	109,0		31,0	212,3	159,1	128,1	152,7	185,8	1,458,6
	Revised 1892-93	424,0	52,5	109,4		30,0	223,0	157,5	132,3	159,3	184,0	1,472,0
	Accounts 1892-93	422,5	51,9	108,9		29,9	222,7	157,8	130,9	155,5	182,4	1,462,5

		Sterling.	Exchange.	TOTAL.			
England	Accounts 1891-92	249,6	108,3	357,9	Total including England.	Accounts 1891-92	1,791,3
	Budget 1892-93	248,7	124,3	373,0		Budget 1892-93	1,831,6
	Revised 1892-93	256,2	153,7	409,9		Revised 1892-93	1,881,9
	Accounts 1892-93	255,6	153,7	409,3		Accounts 1892-93	1,871,8

128. Under this head there was a net excess of 3,9 as compared with the Budget; the excess occurred chiefly under *Executive Council* in India; under *Secretariat Charges* in India, Bengal and Madras; under *Board of Revenue, etc.*, in Bengal, North-Western Provinces and Punjab; under *Commissioners* in Burma and Bengal, and under *General Establishment of Local Fund Offices* in Bengal. There were also savings in some Provinces; the principal savings occurred in India, chiefly under *Staff and Household, Durbar Fund, Legislative Council, Tour Charges, Account Offices* and *Allowances to Presidency Banks;* there were also petty savings under various heads in Assam, North-Western Provinces and Bombay.

129. In India, under *Staff and Household*, there was a saving of 3,2 in hill journey charges and allowances, partly counterbalanced by an excess of 1,1 under Telegram charges, and of 6 owing to the payment of leave allowances to the Private Secretary. The saving under *Durbar Fund* resulted from the monthly grant of ₹10,000 not having been drawn against during two months. The excess under *Executive Council* was due to the payment of transit pay to the Public Works Member. There was a saving of 3,0 in the *Legislative Council* on account of salaries and allowances of additional members.

130. The *Secretariat* charges exceeded the Budget by 12,9, of which 8,3 was in India, 3,7 in Bengal and 2,1 in Madras. The details of the India Secretariat charges are given below:—

Secretariat (India).

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
32,8	Financial Department	33,8	34,9	35,3
23,6	Home Department	23,3	23,7	24,2
42,4	Foreign Department	37,6	41,6	44,4
21,5	Revenue and Agriculture	19,8	19,2	19,2
8	Translator's Department	8	8	8
30,0	Public Works Department	29,2	28,7	28,9
3,0	Government Record Department	3,2	3,4	3,7
43,8	Military Department	44,9	44,2	44,4
197,9	TOTAL	192,6	196,5	200,9

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

18.—General Administration—*continued.*

131. The excess expenditure in the Foreign Department was 6,8, chiefly on account of Telegram charges; and in the Finance Department 1,5 and Home Department 9, chiefly due to the payment of privilege leave allowances, and in the former case to the salary of an officer on special duty. The excess in the Record Department is partly accounted for by the special payment of 2 to the officer in charge for editing selections from certain State papers; and partly by the cost of books purchased for the several Secretariats, under Home Department order No. 121, dated 13th February 1893.

132. The excess in Bengal and Madras occurred partly under Salaries due to privilege leave absences and to the appointment of officers on special duty, and in the former case partly under Establishment due to additional appointments sanctioned after the framing of the Budget.

133. The *Tour charges* were less than in the Budget, owing almost entirely to savings in Tour expenses of the staff and household of the Governor General. In Bengal, there was an excess of 6 under this head over the Revised Estimate, and the expenditure was higher than that of any year since 1887-88. There was excess expenditure also in North-Western Provinces, Punjab and Madras; and there were savings in Bombay, Central Provinces and Burma.

134. The excess of 3,9 under *Board of Revenue, etc.*, was composed of 1,8 in Bengal, 1,3 in North-Western Provinces, and 1,2 in Punjab, chiefly due to leave arrangements, and, in North-Western Provinces, to additional establishment sanctioned by Government, and in the Punjab to additional contingent expenditure, chiefly for purchase and repair of Chubbs locks and for postage. There was an excess under *Commissioners* of 1,4 in Burma, chiefly owing to leave arrangements, and of 3,2 in Bengal, due partly to the appointment of an additional Commissioner in the Patna Division. In Central Provinces, Assam, North-Western Provinces and Bombay, the expenditure on account of the officer in charge of the *Stamp Excise and Registration, etc., Departments* and his establishment, which used to be debited in certain proportions to those Departments, was transferred to this head from the commencement of 1892-93 under the new Provincial contract.

135. The total charge for *Account and Currency Offices* is shown below. There was a saving of 6,1 in Civil Account and Currency Offices, due chiefly to one of the two appointments of Deputy Auditor General not having been filled up for a time and to the grant for temporary establishments not having been fully utilized; and an excess of 1,5 in the office of Accountant General, Public Works Department, due to the appointment of an additional officer on inspection duty during a part of the year:—

		Civil Account and Currency Offices.	Office of A. G., P. W. D.	Total.
Accounts	1891-92	224,1	22,6	246,7
Budget	1892-93	229,7	23,3	253,0
Revised	1892-93	223,6	24,1	247,7
Accounts	1892-93	223,6	24,8	248,4

136. The saving in the *Allowance to the Presidency Banks* is due to the allowance being calculated on a smaller amount of Public debt for the reasons mentioned in the last year's report. Charges for *General Establishment of Local Fund Offices* in Bengal continued to increase.

137. In *England* the greater portion of the excess is due to the payment for the management of the conversion of the 4½ per cent. Rupee loans: there was also an increase in the charge for stores and Currency note forms.

19A.—Law and Justice—Courts of Law.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
High Court, Chief Courts, Recorder's Court, and Judicial Commissioner.	Accounts 1891-92	4	6,5	4,9	12,5	1	114,1	50,2	30,6	54,7	69,7	343,7
	Budget 1892-93	6	6,2	5,0	13,3	...	113,5	48,0	31,8	53,6	70,0	342,0
	Revised 1892-93	5	6,1	5,2	13,5	...	113,5	50,4	31,7	54,0	65,0	339,9
	Accounts 1892-93	5	5,9	5,1	13,5	...	112,5	49,9	31,9	53,3	65,1	337,7
Law Officers.	Accounts 1891-92	4	4	4	4,6	4	31,5	12,6	6,7	12,8	18,5	88,3
	Budget 1892-93	3	3	8	5,1	1,0	28,2	8,3	6,5	13,7	17,9	82,1
	Revised 1892-93	4	3	7	5,1	4	28,2	12,7	6,6	14,0	17,4	85,8
	Accounts 1892-93	4	3	6	4,9	6	27,9	12,2	6,7	15,4	16,7	85,7
Civil and Sessions Courts.	Accounts 1891-92	8,0	3,9	1,6	7,9	18,4	435,9	230,0	116,7	240,0	188,3	1,250,7
	Budget 1892-93	7,7	8,7	1,7	7,6	15,8	439,0	227,8	116,9	236,2	191,9	1,253,3
	Revised 1892-93	7,4	9,1	1,3	7,3	18,2	447,5	232,7	117,0	244,6	190,4	1,276,9
	Accounts 1892-93	7,5	9,0	1,8	7,1	18,5	447,6	233,5	117,3	240,4	190,3	1,279,0
Courts of Small Causes.	Accounts 1891-92	6	3,4	...	3,8	...	20,1	6,6	3,9	8,7	23,8	70,9
	Budget 1892-93	4	3,8	...	3,7	...	18,2	6,7	4,3	8,7	24,8	70,6
	Revised 1892-93	4	3,2	...	3,3	...	18,2	6,7	4,0	8,8	23,9	68,5
	Accounts 1892-93	4	3,2	...	3,4	...	18,0	6,7	4,0	9,1	23,9	68,7

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

19A.—Law and Justice—Courts of Law—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Criminal Courts	Accounts 1891-92	17,4	60,2	70,9	83,6	35,3	224,4	158,1	132,6	100,2	125,9	1,008,6
	Budget 1892-93	18,0	64,5	72,1	84,2	39,2	224,5	158,0	133,2	113,3	128,4	1,035,4
	Revised 1892-93	18,0	61,5	74,2	86,4	34,0	224,5	155,1	135,1	108,8	127,1	1,024,7
	Accounts 1892-93	18,5	61,3	74,2	85,3	34,5	224,6	154,9	135,5	110,3	127,9	1,027,0
Other Courts of Justice.	Accounts 1891-92	...	...	...	...	...	8,5	...	...	5,0	9,1	22,6
	Budget 1892-93	...	...	...	...	...	7,6	...	...	4,9	9,9	22,4
	Revised 1892-93	...	...	...	...	...	7,6	...	...	5,2	9,6	22,4
	Accounts 1892-93	...	...	...	...	...	7,6	...	...	5,1	9,6	22,3
Other Charges (Pleadership Examinations).	Accounts 1891-92	...	...	...	...	...	8	6	...	1,1	...	2,5
	Budget 1892-93	...	...	...	...	...	8	5	...	1,2	...	2,5
	Revised 1892-93	...	...	...	...	...	8	6	...	1,1	...	2,5
	Accounts 1892-93	...	...	...	...	...	8	7	...	1,0	...	2,5
Refunds	Accounts 1891-92	1,0	1,0	4,0	10,1	7	12,9	3,5	6,4	8,0	4,2	51,8
	Budget 1892-93	1,4	1,5	4,2	8,6	4	11,5	4,0	4,4	6,0	4,0	46,0
	Revised 1892-93	9	1,4	5,9	9,4	9	13,2	4,3	5,2	7,5	4,0	52,7
	Accounts 1892-93	3	1,6	5,5	9,8	8	13,2	4,2	5,8	8,2	3,8	53,2
Total	Accounts 1891-92	27,8	75,4	204,3		54,9	848,2	461,6	296,9	430,5	439,5	2,839,1
	Budget 1892-93	28,4	85,0	206,3		56,4	843,3	453,3	297,1	437,6	446,9	2,854,3
	Revised 1892-93	27,6	81,6	212,8		53,5	853,5	462,5	300,5	444,0	437,4	2,873,4
	Accounts 1892-93	27,6	81,3	211,2		54,4	852,2	462,1	301,2	448,8	437,3	2,876,1

		Sterling.	Exchange.	Total.			
England	Accounts 1891-92	5	3	8	Total including England.	Accounts 1891-92	2,839,9
	Budget 1892-93	1,1	5	1,6		Budget 1892-93	2,855,9
	Revised 1892-93	2	1	3		Revised 1892-93	2,873,7
	Accounts 1892-93	2	1	3		Accounts 1892-93	2,876,4

138. The accounts show an increase of 21,8 in the Indian charges, the largest items being in Madras, Bengal, North-Western Provinces and Oudh, Burma and Punjab. The other Provinces show some savings, notably Bombay.

139. Under *High Courts, etc.*, there was a saving of 1,0 in Bengal, due to the retirement of two Senior Judges and the appointment of two lower paid officers in their place; and of 4,9 in Bombay, owing to some of the Judges and other officers being on leave out of India. On the other hand, there was an increase of 1,9 in the North-Western Provinces and Oudh, due to the appointment of a Fifth Puisne Judge and to the grant of increased rates of allowances to witnesses and Jurors, sanctioned by Government.

140. Under *Law Officers* there was an increase of 3,6 the net outcome of various excesses and savings, the principal being excesses of 3,9 and 1,7 in the North-Western Provinces and Oudh and in Madras, and a saving of 1,2 in Bombay. The increase in the North-Western Provinces and Oudh was due to the appointment of a Public Prosecutor and Standing Counsel under the sanction of the Secretary of State, and to the enhancement of the scale of fees paid to Pleaders and Barristers in Civil and Criminal cases; and in Madras larger amounts were paid to Pleaders in Criminal cases. The saving in Bombay was largely due to the absence of the Advocate General on long leave out of India, and to the appointment of a new Legal Remembrancer on the minimum pay of the post. The high charge in Bengal in 1891-92 was due to large payments at Calcutta for conducting certain important law-suits.

141. Under *Civil and Sessions Courts* there was an excess of 25,7, of which Madras accounts for 10,2, Bengal 8,6, North-Western Provinces and Oudh 5,7, and Assam 2,7. In Madras no provision was included in the Budget for the Madras City Civil Court, which was opened for the last three months of the year; too large savings were estimated under the Salaries of District and Sessions Judges; and two temporary Sub-Judges were appointed in Vizagapatam and Tinnevelly. Moreover, the estimates did not provide sufficiently for charges for process establishments and for contingencies or for dieting expenses of witnesses. As compared with the actuals of 1891-92, the increase in Madras was connected with the reorganisation and increase of the number of Munsiffs. In Bengal the increase was due chiefly to increased charges on account of salaries of Munsiffs and their establishments, consequent on revisions of the Judicial Service and of the Ministerial Establishments of Civil Courts. In North-Western Provinces and Oudh, the increase was due chiefly to the temporary appointment of Additional Sessions Judges in the districts of Farukhabad, Mainpuri, Saharunpore and Lucknow, and to the appointment of an Additional Sub-Judge for Meerut and the retention of Additional Sub-Judges in Saharunpore and Gorukhpur. The increase in Assam was nominal, and due to the transfer to this head of certain Deputy Commissioners' and Sub-Divisional Officers' Civil Court establishment charges which were formerly divided between "Charges of District Administration" under "3.—Land Revenue" and "Criminal Courts" under this major head.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

19A.—Law and Justice—Courts of Law—*continued.*

In Bombay the saving was the net outcome of savings for Travelling Allowances and Contingencies (chiefly due to the transfer of certain charges from this head to "Stationery and Printing") partially counterbalanced by increased charges for salaries and for payments to officers of other provinces. The increased charge under this head in the Central Provinces, as compared with the previous year, was due to the appointment of two Additional Sessions Judges and Judicial Assistants with their establishment and contingent charges.

142. The decrease in *Courts of Small Causes*, as compared with the accounts of 1891-92, was due to the abolition of the appointment of the Judge of Mofussil Small Cause Courts in Bengal. There was a small saving in Bombay owing to the absence on leave and subsequent retirement of the Chief Judge of the Presidency Small Cause Court.

143. Under *Criminal Courts* there was a saving of 8,4, 4.7 occurring in Assam, 3,2 in the Central Provinces, 3,1 in the North-Western Provinces and Oudh and 3,0 in Madras, while there were also some slight excesses. The saving in Assam, Central Provinces and North-Western Provinces and Oudh occurred mainly owing to reduction in items which are shared equally between this head and "3.—Land Revenue," the causes of which have been explained under that head, but in Assam it was also partly due to a transfer of some of these items to Civil and Sessions Courts as mentioned above. In Madras there was a large saving (9,6) in the provision made in the Budget for the entertainment of stationary Sub-Magistrates to relieve Tahsildars of their Magisterial work, these officials having been entertained only late in the year; but for this saving the expenditure would have considerably exceeded the Budget for the reasons explained under "3.—Land Revenue." The increases of 2,1 and 1,1 in Upper and Lower Burma were due to increased charges for establishments, counterbalanced partially by savings in other items; and the increase of 5 in India was due to the appointment of temporary Extra Assistant Commissioners in Ajmere. The variations in other provinces were unimportant.

144. Under *Refunds* there was an excess of 7,2 distributed over almost all the provinces due generally to larger refunds of fines imposed by Courts.

145. In *England* the saving was due to provision having been made in the Budget Estimate for outfit allowance of three Judges, the charges for which were not incurred during the year.

19B.—Law and Justice—Jails.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Jail Manufactures	Accounts.	1891-92.	1,1	28,0	4,3	14,6	7	66,5	25,1	14,7	19,1	8,2	182,3
	Budget.	1892-93.	1,2	30,9	4,5	15,0	1,1	82,5	22,2	16,1	17,0	9,4	199,9
	Revised.		1,1	25,9	4,6	14,6	9	72,0	24,7	13,2	23,6	8,2	188,8
	Accounts.		1,2	22,1	4,6	13,1	7	70,6	25,4	14,0	24,0	8,4	184,1
Other Jail Charges	Accounts.	1891-92	5,9	28,4	27,6	63,3	9,1	135,7	118,6	80,4	78,5	55,3	602,8
	Budget.		5,8	33,3	27.8	66,9	8,5	127,5	113,6	79,5	73,0	56,4	592,3
	Revised.	1892-93.	6,0	31,2	29,4	67,3	7,8	137,0	116,3	82,8	77,9	55,8	611,5
	Accounts.		6,0	32,4	29,9	63,0	7,8	140,8	113,9	82,8	79,0	56,3	611,9
Convict Charges at Port Blair, Nicobars and Straits Settlements.	Accounts.	1891-92	114,6	...	...	...	...	...	...	...	...	...	114,6
	Budget.		116,7	...	...	...	...	...	...	...	...	...	116,7
	Revised.	1892-93.	116,1	...	...	...	...	...	...	...	...	...	116,1
	Accounts.		122,1	...	...	...	...	...	...	...	...	...	122,1
Total	Accounts.	1891-92.	121,6	56,4	109,8		9,8	202,2	143,7	95,1	97,6	63,5	899,7
	Budget.		123,7	64,2	114,2		9,6	210,0	135.8	95,6	90.0	65.8	908,9
	Revised.	1892-93.	123,2	57.1	115,0		8,7	209,0	141.0	96,0	101,5	64.0	916,4
	Accounts.		129,3	54,5	110,6		8,5	211,4	139,3	96,8	103,0	64,7	918,1

			Sterling.	Exchange.	Total.
England	Accounts.	1891-92.	1	...6	1
	Budget.		3,1	1,6	4,7
	Revised.	1892-93.	4	3	7
	Accounts.		4	3	7

Total including England.	Accounts	1891-92	899,8
	Budget	1892-93	913,6
	Revised		917,1
	Accounts		918,8

146. The Indian expenditure was 9,2 in excess of the Budget Estimate and 18,4 in excess of the actuals of 1891-92. The increase over the Budget Estimate was due to an excess of 5,4 in *Port Blair Charges* and of 19,6 in *Other Jail Charges*, there being a saving of 15,8 in *Jail Manufactures*.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

19B.—Law and Justice—Jails—*continued.*

147. The expenditure on *Jail Manufactures* was smaller in Central Provinces by 8,8, in Bengal by 11,9, and in Punjab by 2,1. In Central Provinces the decrease was due mainly to the abolition of the School of Industry at Jubbulpore. In Bengal, the Budget had been framed high in view of the orders of the Secretary of State directing that the requirements of the Public Departments should, as far as possible, be supplied by the Jails; but the outlay on the purchase of raw material was smaller than anticipated, although higher than in 1891-92. In the Punjab, there was a restriction of the Jail industry owing to the unhealthiness of the season. On the other hand, there was an increase of 7,0 in Madras, due to an advance in manufacturing operations, there being a corresponding increase in the receipts.

148. Of the increase of 19,6 in *Other Jail Charges*, the main items were Bengal 13,3, Madras 6,0 and Punjab 3,3. The increased expenditure was due to increase in Jail population and high price of food grains. The excess in *Port Blair Charges* was caused by increased expenditure of 3,9 in timber supplies and 1,9 in Commissariat supplies.

149. In *England* the greater portion of the Budget Estimate was for coal for Port Blair, but no demand was made.

20.—Police.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Presidency Police	Accounts	1891-92.	...	...	...	...	...	72,9	...	...	25,4	33,5	131,8
	Budget.		...	...	...	...	...	74,8	...	...	25,4	28,8	129,0
	Revised.	1892-93.	...	...	...	...	...	74,8	...	...	25,6	22,9	123,3
	Accounts		...	...	...	...	...	75,6	...	...	26,4	22,9	124,9
Superintendence	Accounts	1891-92.	...	4,2	...	11,9	3,2	12,3	14,1	13,6	12,6	5,7	77,6
	Budget.		...	5,0	...	12,5	...	12,5	13,8	12,4	11,6	6,1	73,9
	Revised.	1892-93.	...	4,6	...	12,1	...	13,4	14,2	12,4	13,3	5,8	75,8
	Accounts		...	5,2	...	12,0	...	13,8	14,5	12,4	13,2	6,0	77,1
District Executive Force.	Accounts	1891-92.	39,4	124,0	178,6	214,6	42,2	395,7	369,7	252,5	351,6	335,1	2,303,4
	Budget.		42,4	135,4	187,3	183,4	44,6	413,3	367,0	268,7	356,6	353,9	2,352,6
	Revised.	1892-93.	41,5	131,4	181,0	179,8	43,2	398,5	379,0	265,0	352,5	321,8	2,293,7
	Accounts		41,6	131,3	179,6	176,6	42,3	402,4	380,9	272,6	354,2	316,0	2,297,5
Municipal and Cantonment Police.	Accounts	1891-92.	...	...	11,1	...	...	...	...	55,2	...	4,0	70,3
	Budget.		...	...	12,0	...	...	...	...	55,3	...	4,1	71,4
	Revised.	1892-93.	...	...	11,1	...	...	...	...	55,3	...	4,0	70,4
	Accounts		...	...	10,9	...	...	...	...	55,1	...	3,9	69,9
Government Railway Police.	Accounts	1891-92.	3,5	1,9	1,4	4,1	1	11,3	5,1	13,0	1,4	10,6	52,4
	Budget.		3,1	1,8	2,1	4,6	1	10,4	8,1	13,6	10,7	12,0	66,5
	Revised.	1892-93.	3,1	1,7	2,0	4,2	1	10,4	9,6	13,6	1,6	12,4	58,7
	Accounts		3,3	2,0	2,2	4,0	1	10,3	9,9	13,1	1,6	12,1	58,6
Village Police	Accounts	1891-92.	...	...	...	15,4	1	20,1	255,3	...	6	87,1	378,6
	Budget.		...	...	...	20,6	2	22,0	256,6	...	1,0	89,6	390,0
	Revised.	1892-93.	...	...	...	8,1	1	23,0	257,8	...	6	92,5	382,1
	Accounts		...	...	...	7,5	1	23,5	257,2	...	7	92,9	381,9
Special Police	Accounts	1891-92.	...	...	493,1	28,6	76,2	79,8	4	27,7	9	61,0	767,7
	Budget.		...	4	463,1	77,4	66,2	42,7	5	29,8	9	63,8	744,8
	Revised.	1892-93.	...	3	455,2	76,3	68,4	77,9	4	30,1	9	60,4	769,9
	Accounts		...	3	461,2	77,2	71,6	79,5	4	29,3	8	60,0	780,3
Cattle Pounds	Accounts	1891-92.	2	5,9	1	4	2,3	4,1	8,9	3,0	24,6	12,0	61,5
	Budget.		1	6,5	2	5	2,7	3,6	8,4	3,3	25,9	11,8	63,0
	Revised.	1892-93.	1	6,0	2	4	2,5	3,9	9,3	3,1	25,5	12,2	63,2
	Accounts		1	5,8	1	4	2,4	4,0	9,5	3,2	25,2	12,6	63,3
Other Charges	Accounts	1891-92.	11,2	1	4	1,5	1	7,8	4	5	5	2,8	25,3
	Budget.		11,1	1	3	1,0	1	2,8	4	5	...	2,5	18,8
	Revised.	1892-93.	10,8	1	5	9	1	3,0	4	5	...	2,6	18,9
	Accounts		11,8	1	4	1,1	1	2,4	4	5	...	3,4	20,2
Total	Accounts	1891-92.	54,3	136,1	961,2		124,2	604,0	653,9	365,5	417,6	551,8	3,868,6
	Budget.		56,7	149,2	965,0		113,9	582,1	654,8	383,6	432,1	572,6	3,910,0
	Revised.	1892-93.	55,5	144,1	931,8		114,4	604,9	670,7	380,0	420,0	534,6	3,856,0
	Accounts		56,8	144,7	933,2		116,6	611,5	672,8	386,2	422,1	529,8	3,873,7

150. The expenditure was less than the amount provided in the Budget Estimate by 36,3. There were savings in Burma (31,8), Madras (10,0), and Bombay (42,8), and excess expenditure in Bengal (29,4) and North-Western Provinces (18,0). The saving in Burma occurred mainly in the District Executive Force, which was below the sanctioned strength, and in the Village Police in consequence of the abolition of daid headmen owing to the introduction of the Village Act. In Bombay the Budget provided 23,0 for

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

20.—Police—*continued.*

a reorganisation of the District Executive Force, which, however, was not sanctioned, and there were other considerable savings in the grant for the District Executive Force. In Madras also a scheme for the reorganisation of the Railway Police, for which 8,7 was provided in the Budget, was not carried out. The major part of the excess in North-Western Provinces and Oudh was due to a reorganisation scheme sanctioned by the Secretary of State, on account of which an additional grant of 15,0 was made in the course of the year. In Bengal the increase is more than accounted for by the heavy expenditure in South Lushai Hills, the grant for which proved quite inadequate to meet the charges on account of transport and rations. The variations under the different minor heads are explained in further detail below.

151. As compared with the previous year the total increase was only 5,1, but there were considerable variations in the different Provinces. There were large decreases in Burma (28,0) and Bombay (22,0), but these were more than counterbalanced by increases in all the other Provinces, except Assam, the largest being in the North-Western Provinces and Oudh (18,9) and the Punjab (20,7). The decrease in Burma was due to the scheme introduced in 1892-93 for the reorganization of the Special Police, under which the Military Police in Lower Burma was largely increased, the Civil Police being reduced, and the Karen Levy being transferred from Upper to Lower Burma. In Bombay the decrease occurred chiefly under District Executive Force, owing to a reduction in the charges for clothing and arms and accoutrements, and to special charges having been incurred in 1891-92 in re-arming the force and for clothing, as that year was the last of the quinquennial contract for clothing, and under Presidency Police owing to the contribution paid by the Bombay Municipality, which is credited by deduction from the charges having amounted to 37,4 against 26,9 in the previous year. The increase in the Central Provinces and North-Western Provinces and Oudh and the Punjab was due in part to reorganization schemes, and in the last case also to a large increase under Arms, etc., new arms having been obtained from the Military Department. In Bengal it was due to an increased rate of pay for the lowest grade of constables, to an enhanced grant for contract contingencies, and to the transfer to this head of the charge for Medical Stores required for the Police.

152. Under *Presidency Police*, the saving in Bombay as compared with the Budget is due to a special provision of 10,1 for a reorganization of the Police force not having been utilised, this saving being partly counterbalanced by an over-estimate by 3,2 of the contribution payable by the Bombay Municipality and a slight increase in expenditure under some heads. In Bengal the increase, as compared with the previous year, was due to the inclusion for the first time under this head of the charges for cattle pounds, and for police supplied to private individuals.

153. Under *Superintendence* there was an increase of 1,6 in Madras, no provision having been made in the Budget for the appointment of a third Deputy Inspector General of Police; and of 1,3 in Bengal, due, among other causes of a temporary character, to the formation of a Branch Office of the Inspector General at Bankipur.

154. Under *District Executive Force* there was a saving in all the Provinces except North-Western Provinces and Oudh and Punjab, the net total being 55,1. The greater part of this occurred in Bombay where, in addition to the saving o 23,0 owing to the failure of the reorganisation scheme mentioned above there were savings in other items specially in Establishment and Clothing Charges and Arms, Accoutrements and Ammunition; charges for country Stationery were also transferred from this head to "30—Stationery and Printing;" the total saving was thus raised to 37,9. In Bengal there was a saving of 10,9 chiefly in Salaries and Establishments and in the contract grant for contingencies. There were savings of 7,7 in Upper Burma and of 6,8 in Lower Burma, owing largely to the forces being under sanctioned strength and in the latter case also to the reduction of the Akyab punitive police and to the transfer to the Public Works Department of the provision made for petty construction. In the Central Provinces there was a saving of 4,1, the reorganisation of the force not having been carried out in the beginning of the year as expected. The remaining noteworthy differences have been explained above (paragraphs 150 and 151).

155. The saving of 9,1 in *Government Railway Police* in Madras has been explained above. The difference between the actuals of the two years in the North-Western Provinces and Oudh is due to the inclusion in the later year of the charges for the Oudh and Rohilkhund Railway Police.

156. Under *Village Police* the saving of 13,1 in Lower Burma has been already mentioned (paragraph 150). The increased charge in Bengal is due to the extension of Act V of 1887 in the districts of the Chota Nagpore Division. The excess in Bombay was chiefly due to transfer to this head of charges for which provisions had been made under "3—Land Revenue."

157. The increase in the *Special Police* charges in Bengal was, as already explained, due to heavy expenditure in the South Lushai Hills. In Assam also the Budget provision for Lushai charges was too low. The savings in Bombay arose in connection with the Kathiawar Agency Police and the Mowasses and Bhils, which were not maintained at full strength. The variations between the actuals in Burma have been already explained (paragraph 151).

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

21.—Marine.

			India.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	Madras.	Bombay.	Total.
General Supervision and Accounts.	Accounts	1891-92	14,8	...	...	...	...	...	...	14,8
	Budget	1892-93	15,3	...	...	...	...	...	...	15,3
	Revised	1892-93	15,0	...	...	...	...	...	...	15,0
	Accounts	1892-93	14,3	...	...	...	...	...	...	14,3
Marine Survey and Establishment.	Accounts	1891-92	7,0	...	3,9	...	7,4	7	2,0	21,0
	Budget	1892-93	8,9	...	4,3	...	7,2	7	2,0	23,1
	Revised	1892-93	8,0	...	4,1	...	7,2	7	2,0	22,0
	Accounts	1892-93	7,1	...	4,2	...	7,4	7	1,9	21,3
Dockyards	Accounts	1891-92	71,7	...	...	...	...	...	...	71,7
	Budget	1892-93	84,0	...	...	...	...	...	...	84,0
	Revised	1892-93	82,2	...	...	...	...	...	...	82,2
	Accounts	1892-93	54,4	...	...	...	...	...	...	54,4
Salaries and Allowances of Officers and men afloat.	Accounts	1891-92	86,9	8,9	3,9	2,1	7,4	1	1,0	110,3
	Budget	1892-93	92,0	10,5	4,7	2,6	7,5	3,3	9	121,5
	Revised	1892-93	82,0	9,2	4,9	2,2	7,0	2	9	106,4
	Accounts	1892-93	77,2	8,4	4,8	2,4	7,2	1	9	101,0
Marine Stores and Coal for Building and Repairs of Ships.	Accounts	1891-92	53,4	10,7	3,2	2,0	11,5	...	7	81,5
	Budget	1892-93	47,0	15,7	3,4	2,4	8,8	...	7	78,0
	Revised	1892-93	42,0	13,0	3,2	3,0	6,0	...	7	67,9
	Accounts	1892-93	-17,1	12,1	2,9	2,3	7,5	...	5	8,2
Pilotage, Pilot Establishment, and Vessels.	Accounts	1891-92	...	...	...	2	58,5	...	5	59,2
	Budget	1892-93	...	...	...	2	56,4	...	3	56,9
	Revised	1892-93	...	...	...	2	55,0	...	3	55,5
	Accounts	1892-93	...	...	...	2	54,6	...	3	55,1
Other Charges	Accounts	1891-92	22,0	14,6	19,3	9,6	9,4	14,3	1	89,3
	Budget	1892-93	58,7	28,7	33,9	5,5	8,6	8,1	2	143,7
	Revised	1892-93	58,8	22,4	23,2	4,4	10,9	11,1	2	131,0
	Accounts	1892-93	59,3	22,2	23,0	5,0	17,7	10,2	2	137,6
Total	Accounts	1891-92	255,8	64,5		13,9	94,2	15,1	4,3	447,8
	Budget	1892-93	305,9	101,2		10,7	88,5	12,1	4,1	522,5
	Revised	1892-93	288,0	80,0		9,8	86,1	12,0	4,1	480,0
	Accounts	1892-93	195,2	77,6		9,9	94,4	11,0	3,8	391,9
Deduct—Amounts transferred to other heads.	Accounts	1891-92	11,2	...		...	...	...	...	11,2
	Budget	1892-93	8,9	...		...	...	...	...	8,9
	Revised	1892-93	...	...		...	...	...	...	...
	Accounts	1892-93	...	...		...	...	...	...	...
Total	Accounts	1891-92	244,6	64,5		13,9	94,2	15,1	4,3	436,6
	Budget	1892-93	297,0	101,2		10,7	88,5	12,1	4,1	513,6
	Revised	1892-93	288,0	80,0		9,8	86,1	12,0	4,1	480,0
	Accounts	1892-93	195,2	77,6		9,9	94,4	11,0	3,8	391,9

			Sterling.	Exchange.	Total.			
England	Accounts	1891-92	133,4	58,0	191,4	Total including England. Accounts	1891-92	628,0
	Budget	1892-93	177,7	88,9	266,6	Budget	1892-93	780,2
	Revised	1892-93	301,1	180,7	481,8	Revised	1892-93	961,8
	Accounts	1892-93	290,5	174,7	465,2	Accounts	1892-93	857,1

158. As explained in connection with the corresponding Revenue head (paragraph 119), the variations in the "India" column are to a large extent nominal being due partly to the introduction, under the orders of the Government of India, of the practice of deducting from the expenditure side recoveries for work executed for other Departments and Local Governments, which used previously to be credited to receipts.

159. Another change, which has interfered with a correct comparison under some of the minor heads, between the actuals of 1892-93 on the one hand and the estimates of that year and the actuals of 1891-92 on the other, is that recoveries from the Military Department for charges for stores, coal, landing and embarking troops, etc., which used to be deducted from the total Marine expenditure, are now deducted from each minor head affected.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

21.—Marine—*continued.*

160. The net total expenditure in the India column can, however, be fairly compared, and it has been as follows:—

Accounts, 1891-92	158,0
Budget Estimate, 1892-93	209,5
Revised Estimate, 1892-93	186,0
Accounts, 1892-93	166,8

The savings on the Budget are, on the whole, due to larger net recoveries from other Departments (after allowing for the extra charges which the work sometimes involved), to savings under Salaries, etc., chiefly due to the turret ships and torpedo boats being taken over by the Admiralty (the subsidy payable to the Admiralty being charged in the Home Accounts), and to the improvement on the receipt side under sale-proceeds of vessels (see paragraph 122). The difference in the actuals is due to special charges for the purchase of vessels, including those required for the Indus Ferry arrangements which were provided for in the Budget, and the *Elphinstone* for which no such provision was made. These vessels cost altogether 38,9; but against this excess is the set off due to the last two causes mentioned in the preceding paragraph.

161. Under *Dockyards* the decrease is due to the changes above alluded to in the system of accounting for recoveries from Local Governments and other Departments on account of work. Eliminating the recoveries just mentioned the expenditure compares as follows:—

	Kidderpore.	Bombay.	TOTAL.
Accounts, 1891-92	33,4	38,3	71,7
Budget, 1892-93	38,1	45,9	84,0
Accounts, 1892-93	36,3	52,4	88,7

It will be seen that there was really an increase in the expenditure in 1892-93, though it was mostly for other Departments so that the recoveries were increased too. The variations occurred chiefly in the Bombay Dockyard which was considerably more active than in the previous year.

162. Under *Salaries and allowances of officers and men afloat* there is a decrease of 14,8 as compared with the Budget in the charges of the Royal Indian Marine, which is due to the establishment having been below strength; to the taking over by the Admiralty of the turret ships and torpedo boats; to the late arrival of the new dredger; and to the non-arrival of the new guard ship for Port Blair. In *Upper Burma* there is a saving of 2,1 under this head owing to new vessels, for which provision had been made in the estimates, not having arrived during the year. In Madras a grant of 2,6, which had been provided to supplement, in case of necessity, the expenditure incurred by Port Funds for the maintenance of the Dredger *Wenlock*, was not required.

163. Under *Marine Stores and Coal, etc.*, there is a *minus* entry under India as the deductions on account of work executed, and stores supplied by the Marine Department include Europe stores, charged in the Home Accounts, and the total recovery thus made exceeded the Indian expenditure in 1892-93.

164. Under *Pilot Establishments and Vessels* the charges are lower, partly as a consequence of the lower receipts (see paragraph 120) and partly owing to a smaller number of pilot vessels being on commission.

165. Under *Other Charges* the actuals for 1892-93 in India included 29,9 paid for vessels purchased for the Indus Ferry arrangements which were provided for in the Budget, and 9,0 paid for the steamer *Elphinstone* which was not so provided for. On the other hand, there was a saving of 6,4 in the charge for hire of vessels, as no vessels were hired for the inspection of the Laccadives or for the tour of the Chief Commissioner of Burma as estimated for. The reduction in Upper Burma is due to the provision in the estimates for the shallow draft steamer then under construction by Messrs. Yarrow and Company of London, not having been utilised in consequence of the cost being finally charged in the Home Accounts. In Lower Burma, the subsidy payable for the Attaran Natman and Kyondo Line for three months was disbursed in the following year, and the provision made for a light vessel for the Baragua flats was not fully utilised. In Bengal, the excess was due to the outlay incurred in the year for the new pilot vessel to replace the *Coleroon*. In Madras, the expenditure incurred for the construction of vessels to replace the *Margaret*, *Northcote* and the *Pearl* exceeded the original allotment.

166. In *England* the accounts of 1892-93 exceeded the Budget Estimate by 112,8, the increase in the charge for stores for India being 114,0. This was mainly due to large payments on account of the Troop Ships *Warren Hastings* and *Minto* and the dredger *Mud Turtle*. Under *Contributions towards the expenses of Her Majesty's ships employed in the Indian seas*, there was an increase of 2,5 mainly on account of charges in connection with Her Majesty's ship *Sphinx*. There was a saving of 5,0 in the *Subsidy to the Admiralty for manning and maintaining Indian Government Defence Vessels*, as the Admiralty did not take charge of the vessels as early as was expected; but there was an increase of 1,3 in the charge for advances of pay to Marine Officers on appointment.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

22.—Education.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Direction	Accounts 1891-92	...	2,7	...	2,6	2,1	6,4	4,2	4.1	5,7	4,6	32,4
	Budget 1892-93	...	2,8	...	2,9	2,1	6,4	4,1	4 3	5,9	4,6	33,1
	Revised 1892-93	...	2,7	...	2,8	1,8	6,3	3,9	4,0	5,4	5,1	32,0
	Accounts 1892-93	...	2,7	...	2,8	1,8	6,1	3,9	4,3	5,2	5,1	31,9
Inspection	Accounts 1891-92	8	8,1	3,3	6,7	3,8	61,8	26,8	16,5	35,5	22,4	185,7
	Budget 1892-93	8	8,2	4,7	7,0	3,8	61,1	27,0	17,0	35,4	22,9	187,9
	Revised 1892-93	9	7,3	4,2	7,3	3,8	60,0	26,9	17.0	36,1	22,9	186,4
	Accounts 1892-93	8	7,3	3,9	7,2	3,8	59,1	25,3	16,6	36,2	22,8	183,0
University	Accounts 1891-92	...	...	...	...	...	...	...	4,2	...	1,5	5,7
	Budget 1892-93	...	...	...	...	...	...	...	3.8	...	1,0	4,8
	Revised 1892-93	...	...	...	...	...	...	...	3.8	...	1,0	4,8
	Accounts 1892-93	...	...	...	...	...	...	...	3 8	...	1,0	4,8
Government Colleges.	Accounts 1891-92	3,6	2,0	...	...	...	65.4	10,2	5,3	29,5	25,6	141,6
	Budget 1892-93	3,6	2,0	...	...	...	64,0	12,0	5,9	31,7	26,4	145,6
	Revised 1892-93	3,4	1,9	...	...	...	62,6	11,7	5,4	34,1	25,5	144,6
	Accounts 1892-93	3,4	1,8	...	...	...	61,0	11,8	5,5	34,2	20,1	143,8
Government Schools	Accounts 1891-92	3,7	36,1	5	7,0	9,7	78,4	103,8	67,9	98,0	193,0	598,1
	Budget 1892-93	3,9	41,2	7	8,0	10,3	77,0	102,5	70,0	122,2	210,6	646,4
	Revised 1892-93	3,8	33,2	7	9,0	9,8	76,7	105,2	67,9	109,2	197,0	612,5
	Accounts 1892-93	3,9	32,3	6	8,8	9,6	77,9	105,5	68,9	106,3	197,7	611,5
Grants-in-aid and Payments by Results.	Accounts 1891-92	5,7	8,0	4,4	17,3	15,8	128,5	33,5	28,7	74,4	45,7	362,0
	Budget 1892-93	5,4	9,7	3,5	19,3	17,7	130,3	35,2	28,2	75,3	52,6	377,2
	Revised 1892-93	5,7	10,0	3,5	17,8	16,7	126,3	37,7	29,4	74,4	45,4	366,9
	Accounts 1892-93	5,7	10,3	5,0	16,4	16,3	127,4	37,5	29,2	73,6	45,8	367,4
Scholarships	Accounts 1891-92	7	3,1	5	1,5	2,0	21,2	5,6	7,0	2,5	7,6	51,7
	Budget 1892-93	6	3,7	6	1,5	2,3	19,1	5,5	10,0	2,3	9,2	54,8
	Revised 1892-93	5	3,1	5	1,3	2,0	21,4	5,5	7,3	2,6	7,8	52,0
	Accounts 1892-93	6	2,7	5	1,1	1,9	21,3	5,2	7,8	2,6	7,6	51,3
Other Charges	Accounts 1891-92	5	3,9	...	8,5	5	4,6	2,8	3,7	2,7	17,9	45,1
	Budget 1892-93	7	3,8	1	9,4	7	4,4	2,6	2,6	3.9	16,3	44,5
	Revised 1892-93	1,0	1,3	1	8,8	5	5,7	3.7	2,5	2,9	17,0	44,0
	Accounts 1892-93	9.	1,1	1	8,7	5	6,4	5,0	2,3	2,9	12,8	40,7
TOTAL	Accounts 1891-92	15,0	63,9	52,3		33,9	366,3	186,9	137,4	248,3	318,3	1,422,3
	Budget 1892-93	15,0	71,4	57,7		36,9	362,3	188,9	141,8	276,7	343,6	1,494,3
	Revised 1892-93	15,3	69,0	56,0		34,6	359,0	194,6	137,3	264,7	321,7	1,443,2
	Accounts 1892-93	15,3	58,2	55,1		33,9	359,2	194,2	138,4	261,0	318,9	1,434,2

		Sterling.	Exchange.	TOTAL.			
England	Accounts 1891-92	1,7	8	2,5	Total, including England.	Accounts 1891-92.	1,424,8
	Budget 1892-93	1,6	8	2,4		Budget 1892-93.	1,496,7
	Revised 1892-93	1,7	1,0	2,7		Revised 1892-93.	1,445,9
	Accounts 1892-93	1,7	1,1	2,3		Accounts 1892-93.	1,437,0

167. The Indian expenditure is steadily increasing and was larger than that of the previous year by 11,9, although it was smaller than the amount provided in the Budget Estimate by 60,1. The saving as compared with the Budget occurred chiefly in the Central Provinces (13,2), Madras (15,7) and Bombay (24,7). In the Central Provinces a number of schools was transferred to Municipalities. In Madras and Bombay the Budget had provided for large increases on account of primary education; but the actual increase in Madras, though considerable, fell short of the amount provided; in Bombay the increase was smaller, but a considerable portion of the saving is also due to certain grants (11,0) estimated under this head having been adjusted as contributions under the adjusting heads. In the North-Western Province and Oudh the Budget Estimate was exceeded owing, among other reasons, to the establishment of an Industrial School at Lucknow, to a special building grant, and to a large refund of an erroneous credit in 1891-92.

168. The increase as compared with the accounts of 1891-92 occurred chiefly in Madras and in the North-Western Provinces and Ouh owing to the reasons mentioned above, and in the former case also

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

22.—Education—*continued.*

to the establishment of a Training College at Calicut. The important variations in the different minor heads are explained below.

169. Under *Inspection* the actuals are slightly less than in 1891-92, when there was a special charge in Bengal on account of arrear contributions for pensions of Local Fund Officers.

170. Under *Government Colleges* the decrease in Bengal is due to the retirement of senior officers. In Madras there is an increase of 4,7 over the actuals of 1891-92, due partly to the institution in the Law College of special classes for the Pleadership Examination and to the constitution of the Calicut College as a second grade Training College; but chiefly to a redistribution of the expenditure on the Teachers' College between the College and School Departments.

171. Under *Government Schools* there is a saving, as compared with the Budget, of 34,9, of which 8,9 occurs in the Central Provinces, 15,9 in Madras and 12,9 in Bombay. In the Central Provinces the decrease is due partly to the transfer of a number of Schools to Municipal Committees and partly to the transfer to the head "Grants-in-aid" of 2,5 sanctioned on account of extra expenditure on Primary education. In Madras the provision on account of an extension of District Board schools had been pitched too high with reference to an order of Government which ruled that District Boards should spend on primary education all funds set free by the transfer to Government of charges for technical education. In Bombay, the saving is partly nominal being due to transfers to other heads, and it is partly due to reduction of the special grants made in the Budget under the Local Boards Act. In both these provinces, however, there was an increase, as compared with the accounts of 1891-92, due to the extension of Primary Education. In North-Western Provinces and Oudh there is an increase of 3,0, due partly to the establishment of an Industrial School at Lucknow and partly to an additional grant sanctioned for connecting the Agra Normal School with the water-works.

172. Under *Grants-in-aid and Payments by Results* there was an increase of 2,3 in North-Western Provinces and Oudh, due to additional grants for buildings and for the education of European and Eurasian indigent children; of 1,0 in the Punjab, due to a special grant for a chapel for the Murree Asylum; and of 1,5 in Upper Burma, owing to the Director of Public Instruction having sanctioned large payments of results-grants to indigenous schools out of probable savings which did not exist, the result being an excess under the major head which has been brought by the Comptroller to the notice of the Local Government. There were savings of 2,9 in Lower Burma and in Bengal and 6,8 in Bombay, this last being due to transfers to the Public Works and adjusting heads.

173. For *Scholarships* the Budget was too low in Bengal and too high in the Punjab and Bombay; there being very little difference between the actuals for the two years in any of these Provinces.

174. Under *Other Charges* there was a decrease of 2,7 in the Central Provinces, due to a smaller expenditure on the Government Book Depôt at Nagpur owing to the expected transfer of the depôt to a private agency. There was also a large saving on this account in Bombay. In Bengal there was excess expenditure owing to a special grant to the Calcutta Public Library, and to large refunds which also contributed to the excess in the North-Western Provinces and Oudh.

23.—Ecclesiastical.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Church of England	Accounts	1891-92	10,2	3,2	2,2	4,4	1,0	13,0	16,5	18,5	28,3	21,1	118,4
	Budget	1892-93	13,1	3,3	3,5	4,8	1,4	11,8	16,7	18,5	26,3	23,2	122,6
	Revised	1892-93	12,1	3,0	3,8	4,8	1,2	12,2	17,3	18,3	28,0	21,2	122,5
	Accounts	1892-93	12,3	3,6	3,8	4,8	1,1	11,7	17,0	17,8	28,0	21,1	121,8
Church of Scotland	Accounts	1891-92	8	...	...	...	...	1,4	1,8	...	1,8	3,1	8,9
	Budget	1892-93	8	...	...	...	...	1,4	1,8	..	2,8	3,5	10,3
	Revised	1892-93	8	...	...	...	...	1,4	1,6	4	2,8	3,5	10,5
	Accounts	1892-93	6	...	...	...	...	1,4	1,6	3	2,9	3,5	10,3
Allowance to other Clergymen.	Accounts	1891-92	6	2	1	5	...	1,0	1,7	2,1	1,0	2,1	9,3
	Budget	1892-93	6	2	1	5	...	1,0	1,9	2,2	1,2	2,4	10,1
	Revised	1892-93	6	3	1	5	...	1,0	1,5	2,2	6	2,3	9,1
	Accounts	1892-93	7	4	1	5	...	1,0	1,5	2,4	1,0	2,2	9,8
Payments to officers of other Provinces.	Accounts	1891-92	...	...	...	...	...	...	...	...	...	...(a)	...
	Budget	1892-93	...	...	...	...	...	...	...	...	...	...	...
	Revised	1892-93	...	...	...	...	...	...	...	...	...	3	3
	Accounts	1892-93	...	...	...	...	...	...	...	...	...	2	2

(a) 1 was shown under Church of England.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

23.—Ecclesiastical—*continued.*

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Other Charges	Accounts	1891-92	2,8	7	4	1,2	2	3,4	3,3	3,1	4,8	4,5	24,4
	Budget	1892-93	2,8	1,0	4	1,2	4	3,6	3,4	3,2	5,0	4,7	25,7
	Revised	1892-93	2,9	8	7	1,2	2	3,2	3,5	3,0	5,1	4,8	25,4
	Accounts	1892-93	3,0	8	6	1,2	2	3,3	3,6	3,0	4,9	4,9	25,5
Total	Accounts	1891-92	14,1	4,1	8,8		1,2	18,8	23,3	23,7	35,9	30,8	161,0
	Budget	1892-93	17,3	4,5	10,5		1,8	17,8	23,8	23,9	35,3	33,8	168,7
	Revised	1892-93	16,4	4,7	11,1		1,4	17,8	23,9	23,9	36,5	32,1	167,8
	Accounts	1892-93	16,6	4,3	11,0		1,3	17,4	24,3	23,5	36,8	31,9	167,6

			Sterling.	Exchange.	Total.
England	Accounts	1891-92	4	2	6
	Budget	1892-93	4	2	6
	Revised	1892-93	3	2	5
	Accounts	1892-93	3	2	5

Total, including England	Accounts	1891-92	161,6
	Budget	1892-93	169,3
	Revised	1892-93	168,3
	Accounts	1892-93	168,1

175. The actuals for 1892-93 were less than the Budget Estimate by 1,2, and more than the accounts of 1891-92 by 6,5. The charges of 1891-92 were unusually low owing to the Bishop of Calcutta being absent on leave and to only two Chaplains of the Church of Scotland being actually on duty in Madras. This accounts for the increase in India and Madras.

176. In Upper Burma the increase under *Church of England* is due to the employment of an additional Junior Chaplain. In North-Western Provinces and Oudh the increase under the same head is due to charges of the newly-created see of Lucknow, for which no provision was made in the Original Estimate.

177. In *England* provision was made in the Budget for the passage of eight Chaplains, but only six came out.

24.—Medical.

			India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Medical Establishments.	Accounts	1891-92	9,8	18,4	10,7	13,6	12,2	56,4	43,7	28,6	44,5	30,6	268,5
	Budget	1892-93	9,8	19,3	11,7	15,0	13,0	57,2	44,6	31,0	44,5	31,4	278,4
	Revised	1892-93	10,7	18,2	11,3	15,5	12,7	60,0	44,6	30,6	43,9	31,2	280,7
	Accounts	1892-93	11,0	17,8	11,0	14,9	13,0	59,8	44,5	31,1	46,6	31,5	281,2
Vaccine Establishments and Sanitary Commissioner.	Accounts	1891-92	6,2	4,5	5	2,9	2,6	21,4	15,8	11,0	81,4	28,1	174,4
	Budget	1892-93	6,8	11,5	7	4,1	2,9	17,8	18,5	11,5	79,3	32,1	185,2
	Revised	1892-93	6,7	8,0	6	2,7	2,6	20,0	18,3	11,5	82,3	29,6	182,3
	Accounts	1892-93	6,9	8,2	7	2,8	2,7	19,8	19,0	11,8	78,5	30,0	180,4
Medical Colleges and Schools.	Accounts	1891-92	...	...	...	2	...	26,8	2,7	10,2	16,0	18,2	74,1
	Budget	1892-93	...	...	...	3	...	27,0	3,0	12,5	15,4	17,7	75,9
	Revised	1892-93	...	...	...	4	...	27,0	2,9	12,3	16,0	17,3	75,9
	Accounts	1892-93	...	...	...	3	...	26,6	2,9	13,1	17,1	17,7	77,7
Government Hospitals and Dispensaries.	Accounts	1891-92	(a)5,1	6,9	5,6	1,8	9,7	44,4	42,5	31,2	92,7	59,7	299,6
	Budget	1892-93	5,5	8,2	8,0	2,8	9,9	43,7	42,0	32,6	96,8	67,4	316,9
	Revised	1892-93	5,5	8,0	6,4	2,7	10,2	46,3	45,8	33,5	97,1	64,6	320,1
	Accounts	1892-93	5,5	7,7	6,5	3,0	10,8	49,1	46,9	33,7	95,0	67,5	325,7
Lunatic Asylum	Accounts	1891-92	4	1,6	...	2,9	8	11,0	6,5	3,2	8,5	10,4	45,3
	Budget	1892-93	4	1,7	...	3,1	10	11,8	6,6	3,3	8,6	11,7	48,2
	Revised	1892-93	4	1,7	...	3,3	9	11,2	6,7	3,1	9,1	11,0	47,4
	Accounts	1892-93	4	1,7	...	3,3	8	11,2	6,7	3,1	9,3	11,2	47,7
Grants for Medical Purposes.	Accounts	1891-92	...	2	1	8	5	3	1,2	...	8	3	4,2
	Budget	1892-93	...	4	1	5	6	3	9	....	6	5	3,9
	Revised	1892-93	...	4	1	7	4	4	1,1	...	1,0	4	4,5
	Accounts	1892-93	...	3	1	7	3	4	1,1	...	9	7	4,5
Other Charges	Accounts	1891-92	...	...	...	7	...	4,1	6	1	1,9	1,9	9,3
	Budget	1892-93	...	...	...	8	...	4,2	4	2	1,8	2,8	10,2
	Revised	1892-93	...	...	...	3	...	4,1	9	2	1,4	2,1	9,0
	Accounts	1892-93	...	...	...	3	...	3,9	8	1	1,6	2,2	8,9
Total	Accounts	1891-92	21,5	31,6	39,8		25,8	164,4	113,0	84,3	243,8	149,2	875,4
	Budget	1892-93	22,5	41,1	48,0		27,4	162,0	116,0	91,1	247,0	163,6	918,7
	Revised	1892-93	23,3	36,3	44,0		26,8	169,0	120,3	91,2	252,8	156,2	919,9
	Accounts	1892-93	23,8	35,7	43,6		27,6	170,8	121,9	92,9	249,0	160,8	926,1

(a) Includes 1,5 which were shown in 1891-92 under Grants for Medical purposes.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

24.—Medical—*continued.*

		Sterling.	Exchange.	Total.			
England	Accounts 1891-92	6,5	2,8	9,3	Total, including England.	Accounts 1891-92	884,7
	Budget	8,3	4,1	12,4		Budget	931,1
	Revised 1892-93	9,6	5,8	15,4		Revised 1892-93	935,3
	Accounts	9,7	5,8	15,5		Accounts	941,6

178. The expenditure in India exceeded the Budget Estimate by 7,4, only but was higher than that of 1891-92 by 50,7, which again was higher than that of the previous year by 77,0. The increase was general in all the provinces and occurred under all the minor heads, but chiefly under *Medical Establishments* and *Hospitals and Dispensaries.*

179. Under *Medical Establishments* the excess over the Budget was 2,8, due chiefly to the extra cost caused by privilege leave and to the additional expenditure incurred from Provincial Funds in Madras on account of Reserve Medical subordinates, who are sent temporarily to relieve officers attached to Local Fund and Municipal Dispensaries. The increase as compared with the previous year occurs in almost all provinces and amounts up to 12,7, though it is not large in any one case.

180. Under *Vaccine Establishment and Sanitary Commissioner* there was a saving of 4,8 as compared with the Budget, the greater part of which occurred in the Central Provinces owing to the amount provided in the Budget for sanitary improvements in villages not having been fully utilised, although the expenditure was higher than in 1891-92 by 3,7. There were also savings in Lower Burma and Bombay, owing to provision for a Sanitary Engineer in the former caseand for travelling allowance and establishment of that officer in the other not having been fully utilised. In Madras, there was a decrease of 2,9 as compared with 1891-92, the charges of that year having been swollen by special expenditure in consequence of the famine and for conducting experiments for the manufacture and preservation of animal lymph. In Bengal the decrease compared with the previous year was due to the transfer of certain salaries and allowances from this head to "Medical establishment" under the revised scheme, the savings from which cause were, however, overestimated in the Budget.

181. Under *Medical Colleges and Schools* there was an increase of 1,8 over the Budget Estimate and of 3,6 over the accounts of 1891-92, which occurred partly in Madras on account of Europe stores and partly in the Punjab on account of additional staff sanctioned for the Lahore College.

182. Under *Hospitals and Dispensaries* there was a rise of 8,8 as compared with the Budget and of 26,1 as compared with the accounts of 1891-92. The increase was general and was for the most part provided for in the Budget. It was largest in Bombay, Bengal and North-Western Provinces and Oudh. In Bombay, it was due to the opening of two new institutions, the Bai Motlibai and Sir Dinshaw Maneckji Petit Hospitals, and to increased expenditure on furniture, etc., in connection with the opening of the new building in the European General Hospital. In Bengal, the expenditure for diet and clothing of patients in the General and Campbell Hospitals was larger; and both in this Province and in the Punjab there was a considerable rise in the local expenditure, indicating greater activity on the part of Local Boards in the matter of Medical relief. In North-Western Provinces and Oudh there was an increase of 4,9 due to the arrear payment of the grant to the Prince of Wales' Hospital at Benares; to new grants sanctioned; and to special charges on account of purchase of Government Promissory Notes and furniture and fittings for certain dispensaries.

183. The charges for *Lunatic Asylums* show a small saving of 5 as compared with the Budget, although there was an increase of 2,4 as compared with the accounts of 1891-92, the greater part of which occurred in Madras and Bombay. In Bombay, the expenditure on diet of patients was low in 1891-92.

184. A special grant was sanctioned in Madras for the Victoria Hospital for Gosha women, which partly accounts for the increase in *Grants for Medical Purposes.*

185. Under *Other Charges* the increase of 4 in North-Western Provinces and Oudh was due to the reconstitution of the appointment of a Chemical Examiner as a separate office on a salary of R1,000 from October 1892; and the saving in Bombay was due to a reduction in the pay of the Chemical Analyser.

186. In *England* there was an excess of 1,4 owing to the incidental expenses in connection with the closing of the asylum at Ealing being larger than was estimated.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

25.—Political.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Political Agents	Accounts 1891-92	172,4	1,4	23,4	...	10,5	...	3,3	19,9	7,7	54,2	292,8
	Budget	174,3	1,7	23,0	...	8,6	...	2,7	19,7	7,6	57,4	295,0
	Revised 1892-93	172,0	2,6	23,0	...	26,1	...	2,6	26,0	7,8	56,5	316,6
	Accounts	177,2	2,8	26,9	...	24,8	...	2,7	23,8	9,2	55,5	322,9
Charges on the N.-W. Frontier.	Accounts 1891-92	89,6	...	...	...	...	...	...	28,5	...	...	118,1
	Budget	96,0	...	...	...	...	...	...	32,2	...	...	128,2
	Revised 1892-93	92,7	...	...	...	...	...	...	30,7	...	...	123,4
	Accounts	94,4	...	...	...	...	...	...	30,1	...	...	124,5
Political Subsidies	Accounts 1891-92	127,8	...	...	...	...	...	...	1,8	...	...	129,6
	Budget	138,9	...	...	...	...	...	...	2,3	...	...	141,2
	Revised 1892-93	144,3	...	...	...	...	...	...	1,5	...	...	145,8
	Accounts	154,5	...	...	...	...	...	...	5	...	...	155,0
Entertainment of Envoys and Chiefs.	Accounts 1891-92	4,3	...	2	1	1	5	...	4,1	...	1,7	11,0
	Budget	4,8	...	4	1	2	9	...	4,1	...	1,9	12,4
	Revised 1892-93	14,8	...	1	1	2	6	...	4,3	...	1,8	21,9
	Accounts	11,6	...	1	...	1	2	...	4,6	...	1,8	18,4
Durbar Presents and Allowances to Vakeels.	Accounts 1891-92	2,5	...	4	5	1	2,7	1	1,8	...	3,2	11,3
	Budget	5,7	...	5	8	3	1,7	2	1,7	...	4,4	15,3
	Revised 1892-93	3,4	...	3	4	1	1,7	1	1,4	...	3,3	10,7
	Accounts	4,0	...	2	3	1	3	...	1,0	...	2,9	8,8
Refugees and State Prisoners.	Accounts 1891-92	4,7	...	2	2	...	4	12,7	53,1	2	13,1	84,6
	Budget	4,5	...	3	1,4	...	5	11,5	46,5	1	5,3	70,1
	Revised 1892-93	4,6	...	4	7	...	4	11,5	46,7	1	18,8	83,2
	Accounts	4,9	...	3	7	...	4	11,5	46,6	1	18,9	83,4
Other Charges	Accounts 1891-92	39,5	1	10,9	3	1	5,4	3	11,1	...	15,6	83,3
	Budget	43,0	1	4,5	8	7	5,3	2	5,3	1	16,2	76,2
	Revised 1892-93	43,5	1	7,0	3	1	6,4	2	14,4	1	15,2	87,3
	Accounts	43,0	1	6,3	2	2	6,4	2	20,8	1	16,1	93,4
Total	Accounts 1891-92	440,8	1,5	36,2		10,8	9,0	16,4	120,3	7,9	87,8	730,7
	Budget	467,2	1,8	31,8		9,8	8,4	14,6	111,8	7,8	85,2	738,4
	Revised 1892-93	475,3	2,7	32,3		26,5	9,1	14,4	125,0	8,0	98,6	788,9
	Accounts	489,6	2,9	35,0		25,2	7,3	14,4	127,4	9,4	95,2	806,4

		Sterling.	Exchange.	Total.			
England.							
Mission to the Court of Persia.	Accounts 1891-92	7,0	3,0	10,0			
	Budget	7,0	3,5	10,5			
	Revised 1892-93	7,0	4,2	11,2			
	Accounts	7,0	4,2	11,2			
Her Majesty's Establishment in China.	Accounts 1891-92	12,5	5,5	18,0	Total, including England.	Accounts 1891-92	767,7
	Budget	12,5	6,3	18,8		Budget	771,6
	Revised 1892-93	12,5	7,5	20,0		Revised 1892-93	824,7
	Accounts	12,5	7,5	20,0		Accounts	842,1
Other charges	Accounts 1891-92	6,3	2,7	9,0			
	Budget	2,6	1,3	3,9			
	Revised 1892-93	2,9	1,7	4,6			
	Accounts	2,8	1,7	4,5			
Total England	Accounts 1891-92	25,8	11,2	37,0			
	Budget	22,1	11,1	33,2			
	Revised 1892-93	22,4	13,4	35,8			
	Accounts	22,3	13,4	35,7			

187. The expenditure in India exceeded the Budget Estimate by 68,0, and the accounts of 1891-92 by 75,7. The increase was chiefly due to high expenditure for the North Lushai Agency on rations, hire of bullocks, and wages of transport coolies in connection with *quasi*-military operations; to the payment of arrears of subsidy to the Amir of Afghanistan, that remained unpaid in 1891-92; to expenses incurred in connection with the visit of the Prime Minister of Nepal; to the transfer of charges for Sardar Sher Ali Khan and other Afghan refugees from "27—Territorial and Political Pensions" to this head; and to charges connected with the administration of the Kurram Valley, the Chinese-Turkistan Mission, and Dr. Robertson's Mission to Chitral and Kafiristan.

188. The increase under *Political Agents* was 27,9, of which 16,2 occurred in Assam on account of the North Lushai Agency as above stated. In the Punjab there was an increase of 4,1, due to the pay of the military officers attached to the Gilgit Agency having been charged for the first time in the Civil Accounts. In Upper Burma there was an excess of 3,9 on account of Darjeeling Coolies employed

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

25.—Political—*continued.*

for carrying the baggage of military escorts furnished to the Political officers on tour in the Chin Hills; the charge was debited to this head under orders issued after the close of the year and was consequently not allowed for in the Revised. The excess in India 2,9 was chiefly caused by the absence on privilege leave of the Agent to the Governor General in Baluchistan.

189. In the *Charges on the North-Western Frontier* there was a saving of 3,7, owing to reduction of the grant for the Zhob Levy Corps and to smaller payments for guarding Hill Passes and on account of allowances to the Khyber Tribes, for which last a considerable increase was taken in the Budget, though the actuals show an increase of 3 only.

190. Under *Political Subsidies* the excess was due to the payment of arrears of the subsidy due for 1891-92 to the Amir of Afghanistan. The saving under this head in the Punjab accrued partly from the Ruler of Chitral not having drawn the amount payable to him till 1893-94, and partly from the cessation of payments made to other chiefs.

191. Under *Entertainment of Envoys and Chiefs* there was an increase of 6,0 for expenses caused by the visit of the Prime Minister of Nepal.

192. The charge for *Durbar Presents, etc.*, was over-estimated in all provinces, and there was an aggregate saving of 6,5.

193. Under *Refugees and State Prisoners* there is an excess of 13,6 in Bombay, but this is more than accounted for by transfers from other heads, 7,4 being a transfer from the Punjab, due to the departure of Sardar Hashin Khan and his followers from Rawalpindi to Karachi, and 7,3, a transfer from the head "27—Territorial and Political Pensions" on account of charges for Sardar Sher Ali Khan and other Afghan Refugees. The first of these transfers accounts for the difference in the actuals of the two years; but was allowed for in the Budget Estimate of that Province. The total charge under this head was slightly lower than in 1891-92.

194. Under *Other Charges* in India there was an increase in the expenditure for organising Imperial Service Troops, due to the appointment of an additional Inspecting officer for Central India, and to the entertainment of additional establishment for musketry training; but this was counterbalanced by the transfer of pensions on account of the Merwara Battalion from this head to "29—Superannuations, etc." The chief increase occurred in the Punjab, where the accounts of 1892-93 include the undermentioned new expenditure, *viz.*, Chinese Turkistan Mission 2,3; administration of the Kurram Valley 8,0; Doctor Robertson's Mission to the Kafirs 1,7; and his Mission to Chitral 2,2. There was also an increase of 1,1 under Telegram charges.

195. In *England* the sterling expenditure practically agreed with the Budget Estimate. There were several special charges in 1891-92 as explained in the Appropriation Report for that year.

26.—Scientific and other Minor Departments.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
SCIENTIFIC.												
Survey of India	Accounts 1891-92	102,1	...	...	...	...	...	...	...	...	...	102,1
	Budget	128,0	...	...	...	...	...	...	...	...	...	128,0
	Revised 1892-93	109,5	...	...	...	...	...	..	...	...	...	100,5
	Accounts	109,7	...	...	...	...	...	...	...	...	...	109,7
Botanical Survey	Accounts 1891-92	1,6	...	...	...	...	...	...	...	...	...	1,6
	Budget	2,0	...	...	...	...	...	...	...	...	...	2,0
	Revised 1892-93	2,0	...	I	...	...	...	...	...	...	...	2,1
	Accounts	2,0	...	I	...	...	...	...	...	...	...	2,1
Geological Survey and Museum.	Accounts 1891-92	18,1	...	...	...	...	...	...	...	...	...	18,1
	Budget	19,3	...	...	...	...	...	...	...	...	...	19,3
	Revised 1892-93	19,6	...	...	...	...	...	...	...	...	...	19,6
	Accounts	19,7	...	...	...	...	...	...	...	...	...	19,7
Meteorological Department.	Accounts 1891-92	27,2	...	...	...	...	...	...	...	..	...	27,2
	Budget	27,7	...	...	...	...	...	...	...	...	...	27,7
	Revised 1892-93	27,4	...	...	...	...	...	...	...	...	...	27,4
	Accounts	29,2	...	...	...	...	...	...	...	...	...	29,2
Archæological Department.	Accounts 1891-92	2,7	...	...	1,0	...	...	3	...	2,4	...	6,4
	Budget	4,8	...	...	1,0	...	...	...	...	2,3	...	8,1
	Revised 1892-93	4,0	...	...	2	...	...	...	...	2,3	...	6,5
	Accounts	3,0	...	...	1	...	...	...	...	2,3	...	5,4

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

26.—Scientific and other Minor Departments—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
SCIENTIFIC—*contd.*												
Museums	Accounts 1891-92	6,8	2	...	3	1	2,1	1,3	1,9	2,6	9	16,2
	Budget	7,4	2	...	3	...	1,6	1,3	7	2,7	1,1	15,3
	Revised 1892-93	6,7	2	...	3	...	2,2	1,3	7	2,7	1,0	15,1
	Accounts	6,9	2	...	3	...	2,5	1,3	1,0	2,9	9	16,0
Other Scientific Departments.	Accounts 1891-92	7	...	2	2,7	...	1,8	1	...	2,6	3,0	11,1
	Budget	...	...	1	1,1	...	1,8	1	...	2,1	2,9	8,1
	Revised 1892-93	...	...	1	1,5	...	2,2	1	1	2,5	3,2	9,7
	Accounts	...	...	...	1,2	...	2,3	1	...	2,4	3,1	9,1
AGRICULTURAL.												
Experimental Cultivation.	Accounts 1891-92	2,7	1,3	2,5	1	...	1,8	3,7	1,1	1	4,8	18,1
	Budget	2,3	1,2	2,4	3	...	2,0	3,1	1,4	3,4	5,2	21,3
	Revised 1892-93	2,8	1,2	2,4	3	...	1,8	3,1	1,1	1	4,9	17,7
	Accounts	2,4	1,1	2,5	2	...	2,0	2,5	1,3	...	4,9	16,9
Cinchona Plantations.	Accounts 1891-92	...	...	...	...	...	10,4	...	...	7,8	...	18,2
	Budget	...	...	...	...	...	10,5	...	...	8,3	...	18,8
	Revised 1892-93	...	...	...	...	...	10,3	1	...	8,0	...	18,4
	Accounts	...	...	...	...	...	10,5	2	...	7,7	...	18,4
Public Exhibitions and Fairs.	Accounts 1891-92	1	5	3	...	1	9	6,9	2,5	...	1,2	12,5
	Budget	2	9	1	2	1	6	3,3	2,5	2	1,1	9,2
	Revised 1892-93	3,1	6	1	1	3	8	5,6	3,1	...	1,3	15,0
	Accounts	3,1	7	1	2	3	1,0	5,1	3,4	...	1,3	15,2
Veterinary and Stallion Charges.	Accounts 1891-92	30,0	4	3	3,4	...	1	2	9,4	2,2	10,5	(a) 56,5
	Budget	33,8	3	8	4,3	...	1,5	4	9,5	4,7	14,1	69,4
	Revised 1892-93	27,8	6	3	3,9	...	1,2	2,4	9,8	3,5	13,0	62,5
	Accounts	28,4	6	2	3,7	...	1,3	2,4	10,2	3,2	13,4	63,4
Botanical and other Public Gardens.	Accounts 1891-92	2	2,1	...	1	...	10,8	9,0	10,4	2,7	1,3	36,6
	Budget	2	2,3	...	1	...	10,5	8,9	10,7	2,5	2,1	37,3
	Revised 1892-93	2	2,3	...	1	...	10,3	8,9	10,9	2,5	9	36,1
	Accounts	2	2,2	...	1	...	10,7	9,4	10,5	2,7	1,4	37,2
LABOUR AND EMIGRATION.												
Inland Labour Transport and Emigration.	Accounts 1891-92	9	...	...	...	2,7	3,6	3	...	1,4	...	8,9
	Budget	9	...	...	...	3,2	3,6	3	...	1,7	...	9,7
	Revised 1892-93	1,0	...	...	...	3,1	3,6	2	...	1,8	...	9,7
	Accounts	1,0	...	...	...	3,3	3,6	2	...	1,8	...	9,9
Inspector of Factories.	Accounts 1891-92	...	...	...	...	...	...	...	...	...	1	1
	Budget	...	...	...	...	...	...	...	...	...	1,1	1,1
	Revised 1892-93	...	...	...	1	...	1,1	2	1	...	6	2,1
	Accounts	...	...	...	2	...	1,3	1	1	...	4	2,1
STATISTICS.												
Provincial Statistics	Accounts 1891-92	1	1,0	4	5	1	2	7	1,0	4,5	4	8,9
	Budget	2	1,0	5	6	1	2	...	1,2	4,5	5	8,8
	Revised 1892-93	1	1,1	5	1,0	1	2	7	1,0	4,4	5	9,6
	Accounts	2	1,1	4	1,1	1	2	6	1,0	4,4	4	9,5
Other Statistical Charges.	Accounts 1891-92	8,4	7,6	2	8,6	5,0	57,3	37,1	12,5	35,5	14,3	186,5
	Budget	2,9	9	...	8	5	3,9	1,0	1,0	1,0	2,9	14,9
	Revised 1892-93	3,0	9	...	8	8	8,2	2,8	1,2	3,0	2,6	23,3
	Accounts	2,7	1,0	...	2,6	6	4,8	2,1	7	3,5	2,4	20,4
MISCELLANEOUS.												
Miscellaneous	Accounts 1891-92	4,7	...	...	...	...	2	4	8	8,5	1,0	15,6
	Budget	4,6	1	...	...	...	2	4	7	8,5	9	15,4
	Revised 1892-93	4,5	1	...	...	...	3	3	8	11,1	9	18,0
	Accounts	4,6	1	...	...	...	3	1,0	7	10,8	9	18,4
TOTAL	Accounts 1891-92	206,3	13,1	20,6		8,0	89,2	60,0	39,6	70,3	37,5	544,6
	Budget	234,3	6,9	12,6		3,9	36,4	18,8	27,7	41,9	31,9	414,4
	Revised 1892-93	211,7	7,0	11,8		4,3	42,2	25,7	28,8	41,9	28,9	402,3
	Accounts	213,1	7,0	13,0		4,3	40,5	25,0	28,9	41,7	29,1	402,6

		Sterling.	Exchange.	Total.			
England	Accounts 1891-92	29,9	12,9	42,8	Total, including England	Accounts 1891-92	587,4
	Budget	38,7	19,4	58,1		Budget	472,5
	Revised 1892-93	48,2	28,9	77,1		Revised 1892-93	479,4
	Accounts	44,1	26,6	70,7		Accounts	473,3

(a) Includes 26,5 shown last year as "Other Agricultural Charges."

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

26.—Scientific and other Minor Departments—*continued.*

196. The accounts show a reduction in the expenditure in *India* of 11,8 as compared with the Budget, which is due to petty differences under various heads, which are explained below; the principal saving (18,3) occurred under *Survey of India*. As compared with 1891-92 there is a decrease of 142,0; but the charges of that year included 182,1 on account of the Census, while those of 1892-93 include only 15,6 on the same account; excluding the census charges there is a slight increase in 1892-93 which occurs under several heads.

197. Under *Survey of India* the net charge only is shown after deducting charges transferred to other Heads of the Government Accounts, the cost of instruments and maps supplied to other departments by the Mathematical Instrument Department, and the recoveries for work done for private Estates. The following statement classifies the charges and deductions both in the Estimates and the Actuals:—

1891-92. Accounts.		1892-93. Budget	1892-93. Revised	1892-93. Accounts.
15,9	Controlling and Administrative Staff	16,4	16,4	16,9
52,2	Head-Quarters Offices	52,8	53,9	53,7
255,0	Survey Parties	277,2	291,4	278,9
323,1		346,4	364,7	349,5
	DEDUCT—			
43,5	Recoveries from Private Estates	1,7	12,3	11,8
279,6	Net amount chargeable to Government	344,7	352,4	337,7
	DEDUCT—			
10,1	Transfers to Revenue Survey	10,2	10,3	10,4
145,2	Transfers to Local Governments	190,1	204,7	192,8
5	Extra-Departmental work for other Departments	6	5	7
21,7	Cost of Instruments and Maps recovered from other Departments	15,8	27,4	24,1
177,5	Total Deduction	216,7	242,9	228,0
102,1	Net amount chargeable to Survey of India	128,0	109,5	109,7

198. The Actuals of the gross expenditure agree pretty closely with the Budget; and the saving occurs owing to larger recoveries for instruments and maps supplied to other departments and for work done for private estates. Under this last head the recovery from the Burdwan Raj Wards' Estate was under-estimated by 3,0, and no provision was made for the recovery from the Tipperah Estate, which amounted to 6,7. As compared with the previous year the expenditure on Survey Parties shows a considerable increase (23,9), but the deductions are also increased, and the net result is an increase of 7,6 only. The deductions show considerable variations. A new method of dealing with the recoveries from private estates was introduced in the accounts of 1891-92; before that year only actual recoveries were deducted, and the deductions made in any particular year bear no relation to the work done in that year; in the accounts of 1891-92, however, it was decided to relieve the service head at once of the charges for work done for private estates, by transferring them to "Advances Recoverable;" the accounts will thus show the true net amount chargeable to Government for the work of the year, while there is the additional advantage that the recoveries can be more effectively watched; in the first year of the new procedure the accumulated arrears of amount, recoverable (35,4) had also to be transferred, and the deductions in 1891-92 were thus very large. In 1892-93, on the other hand, larger recoveries (47,6) were made from Local Governments, the principal increases being in Burma (21,4), chiefly for the Minbu Cadastral Survey, and in Bengal (26,1), chiefly on account of Revenue Surveys in Orissa and Behar.

199. Under *Meteorological Department* there was an excess of 1,5, chiefly on account of telegrams and office contingencies. Under *Archæological Department* there was a saving of 1,8 in India, mainly in the provision for the cost of Dr. Burgess' work in connection with the publication of reports on Archæology; and of 9 in Lower Burma, due to the temporary suspension of operations in consequence of the death of the Government Archæologist. Under *Museums* there was an increase of 9 in Bengal, due to charges connected with the collection of specimens and preparation of drawings and photographs of old temples and ruins in Orissa. Under *Experimental Cultivations* a provision of 3,3 for Farms and Farm Schools in Madras was not utilized during the year.

200. The increase of 2,9 in India under *Public Exhibitions and Fairs* was due to charges connected with the Chicago Exhibition, for which no provision had been made in the Budget. In the North-Western Provinces and Oudh there was an increase of 1,8 under the same head, due to additional charges for the Mahabaruni Fair held at Hardwar, and in the Punjab of 9 owing to a special charge in connection with the Punjab Exhibition held in 1893-94.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

26.—Scientific and other Minor Departments—*continued.*

201. Under *Veterinary and Stallion charges* there was a saving of 6,0 as compared with the Budget Estimate, and an increase of 6,9 as compared with the accounts of 1891-92. In India a provision of 5,1, of which no details were given in the Budget, and in Madras, the provision of 7 for Veterinary Hospitals, were not utilized. The increase, as compared with the previous year, was due to the establishment of a Veterinary School and Hospital at Belgachia near Calcutta; to the creation of a Civil Veterinary Department in the North-Western Provinces; and to the appointment of a Superintendent for the Civil Veterinary Department, Madras.

202. The *Inspector of Factories* is an officer newly appointed under the Indian Factories Act. In Bombay provision was made for an Inspector for the mofussil, which was only partially utilized. The increase of 5,5 under *Other Statistical Charges* was mainly due to higher expenditure on account of the Census than was anticipated.

203. In *England* there was an excess of 5,4 in the sterling expenditure: the cost of stores for India, due to larger demands, accounts for an excess of 3,7; and the charges included 2,4 for remuneration to Dr. Voelcker in respect of his deputation to India on Agricultural duty.

Section E.—MISCELLANEOUS.

1891-92. Accounts.		Budget.	1892-3. Revised.	Accounts.
897,3	RECEIPTS	959,9	898,4	877,0

204. The receipts fell short of the Budget Estimate and the actuals of the previous year by 82,9 and 20,3 respectively. Compared with the Budget there was a falling off of 158,8 under Gain by Exchange, but there was an improvement in all the other heads, notably under Miscellaneous, owing to some special receipts and an increase in the amount of Unclaimed Deposits and in the recoveries on account of insurance and departmental charges on English stores. Compared with the actuals of the previous year, the falling off occurred chiefly under Gain by Exchange (11,8) and Miscellaneous (6,9), under which there were large extraordinary receipts in the previous year, the chief among which was the repayment by the Bombay Port Trust of a portion of its non-interest-bearing debt.

XXII.—Receipts in aid of Superannuation, Retired, and Compassionate Allowances.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	Total.
Subscriptions to the Military, Military Orphan, and Medical Retiring Funds	Accounts. 1891-92	19,1	...	...	...	...	1,4	...	...	10,6	8,8	39,9
	Budget. 1892-93	18,4	...	...	...	...	2,5	...	...	11,3	7,0	39,2
	Revised. 1892-93	16,0	...	...	...	...	2,9	...	...	8,1	6,0	33,0
	Accounts. 1892-93	15,4	...	...	...	...	1,4	...	...	9,6	7,1	33,5
Subscriptions to the Civil Funds	Accounts. 1891-92	6,1	1,4	6	1,5	9	14,7	10,8	6,3	5,4	7,5	55,2
	Budget. 1892-93	6,1	1,7	6	1,8	9	14,3	11,0	5,7	5,2	7,2	54,5
	Revised. 1892-93	5,5	1,7	7	1,6	1,1	14,3	10,5	5,8	5,2	7,2	53,6
	Accounts. 1892-93	5,7	1,8	7	1,6	1,0	13,9	10,3	6,2	4,8	7,0	53,0
Contributions for Pensions and Gratuities	Accounts. 1891-92	53,2	2,3	4	2	3	12,6	5,3	5,0	9,2	23,7	112,2
	Budget. 1892-93	51,8	2,3	3	2	2	7,0	5,1	6,2	5,3	23,8	102,2
	Revised. 1892-93	52,6	2,3	3	6	3	7,1	5,9	4,6	5,2	22,4	101,3
	Accounts. 1892-93	52,5	2,3	3	6	4	7,7	5,6	4,9	5,1	23,2	102,6
Other Items	Accounts. 1891-92	1,1	6	4	3	4	1,4	2,4	7	1,3	1,3	9,9
	Budget. 1892-93	1,4	8	5	4	4	1,3	1,9	8	1,6	1,3	10,4
	Revised. 1892-93	4	8	5	5	5	2,4*	2,4	6	1,4	1,6	11,1
	Accounts. 1892-93	6	9	5	4	5	2,4*	2,5	6	1,4	1,8	11,6
Total	Accounts. 1891-92	79,5	4,3	3,4		1,6	30,1	18,5	12,0	26,5	41,3	217,2
	Budget. 1892-93	77,7	4,8	3,8		1,5	25,1	18,0	12,7	23,4	39,3	206,3
	Revised. 1892-93	74,5	4,8	4,2		1,9	20,7	18,8	11,0	19,9	37,2	199,0
	Accounts. 1892-93	74,2	5,0	4,1		1,9	25,4	18,4	11,7	20,9	39,1	200,7

* Includes 8 on account of Marine Pensions.

		Sterling.	Exchange.	Total.			
England	Accounts. 1891-92	100,6	43,7	144,3			
	Budget. 1892-93	98,4	49,2	147,6	Total, including England	Accounts. 1891-92	361,5
	Revised. 1892-93	101,0	60,6	161,6		Budget. 1892-93	353,9
	Accounts. 1892-93	101,0	60,8	161,8		Revised. 1892-93	360,6
						Accounts. 1892-93	362,5

205. *Subscriptions to the Military, Military Orphan and Medical Retiring Funds* and the *Civil Funds* are declining every year owing to the retirement and death of old subscribers, the Funds being closed to new entrants. The receipts in Bengal under the first head represent the net receipts from the Orphangunj Bazar at Kidderpur, and the smaller receipts as compared with the Budget are again due to large outlay on improvements to the Bazar, which were not foreseen at the time of framing the Revised Estimate. In Madras the Revised was exceeded, owing chiefly to the repayment of loans by some officers.

Contributions for Pensions and Gratuities from officers lent to Foreign Service increased in India owing to contributions paid by additional officers in Rajputana. The higher actuals of 1891-92 in Bengal and Madras were due to the recovery of arrears in the latter case from officers lent to the South Indian Railway Company, while in the Punjab the Budget for 1892-93 was pitched too high.

Section E.—MISCELLANEOUS—*continued.*

XXII.—Receipts in aid of Superannuation, Retired, and Compassionate Allowances—*continued.*

Under *Other Items* the falling off in India is met by an increase in Bengal owing to the adjustment, for the first time, on the accounts of Bengal of the receipts of the Marine Pension Fund, which were formerly adjusted in the Marine Accounts and consequently shown in the India column.

206. In *England* the increase is due to the arrangements made for issuing monthly instead of quarterly the Pay and Pensions from which these subscriptions are deducted.

XXIII.—Stationery and Printing.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Receipts from Sale of Stationery.	Accounts. 1891-92	4	...	2	2,6	1	5,2	7	2,5	4,2	2,4	18,3
	Budget. 1892-93	...	...	9	2,5	1	7,7	1,2	1,8	3,0	2,8	20,0
	Revised. 1892-93	...	...	5	5,6	1	6,8	1,0	1,6	3,1	2,5	21,2
	Accounts. 1892-93	2	...	3	5,4	1	9,0	1,0	2,4	3,5	4,1	26,0
Sales of Gazettes and other Publications.	Accounts. 1891-92	4,7	1	...	8	1	8,0	3,1	5	3,5	2,6	23,4
	Budget. 1892-93	4,9	2	...	8	...	8,2	4,6	3	4,3	2,7	26,0
	Revised. 1892-93	4,8	2	...	1,3	...	8,2	4,6	3	3,4	2,9	25,7
	Accounts. 1892-93	4,6	2	...	1,4	1	8,3	4,4	6	4,4	2,9	26,9
Other Press Receipts.	Accounts. 1891-92	9,6	3,9	...	6	3	4,9	5,2	10,7	2,8	3,7	41,7
	Budget. 1892-93	5,7	1,8	...	2	3	2,5	1,7	8,5	3,5	3,8	28,0
	Revised. 1892-93	8,2	2,8	...	6	4	3,0	1,7	9,6	2,9	4,4	33,6
	Accounts. 1892-93	5,2	2,8	...	4	2	3,1	1,4	6,9	3,9	4,0	27,9
Total	Accounts. 1891-92	14,7	4,0	4,2		5	18,1	9,0	13,7	10,5	8,7	83,4
	Budget. 1892-93	10,6	2,0	4,4		4	18,4	7,5	10,6	10,8	9,3	74,0
	Revised. 1892-93	13,0	3,0	8,0		5	18,0	7,3	11,5	9,4	9,8	80,5
	Accounts. 1892-93	10,0	3,0	7,5		4	20,4	6,8	9,9	11,8	11,0	80,8

207. The variations under *Receipts from Sale of Stationery* are mainly due to variations in the supply of stationery to State Railways. The increased receipts in Bengal arise from the recovery in 1892-93 of the value of stationery supplied in the previous year to the Eastern Bengal State Railway. In Bombay the increase was partly due to a specially large supply of printing paper to a Jail in Berar, which was not anticipated when the Revised was framed. Receipts from *Sale of Gazettes and other Publications* exceeded the Revised, owing to larger sales of Indian Law Reports and Acts and books in Madras. The *Other Press Receipts* in the preceding year included large recoveries on account of printing work done in connection with the Census. The improvement over the Budget in the Central Provinces is due to the extensive printing work turned out by the Central Jail Press at Nagpur. The decrease in the North-Western Provinces and Oudh is owing to less work done by the Government Press; while in the Punjab the decline appears chiefly in the earnings of the Jail presses, and is due to the Lahore Central Jail not having printed registers to the extent anticipated in the Budget.

XXIV.—Exchange.

Sterling Amounts. 1891-92. Accounts.	1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.		Gain + or Loss — by Exchange. 1891-92. Accounts.	1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
551,2	334,1	499,6	455,9	Guaranteed Companies	+8,6	+48,4	—19,4	+2,0
				Subsidised and other Companies—				
				Southern Mahratta and Mysore	+9,1	+33,8	+14,3	+7,1
—28,7	—81,4	+9,7	+26,5	Indian Midland	+23,4	+41,5	+28,1	+22,0
—65,0	—90,8	—41,0	—24,8	Bengal-Nagpur	+58,3	+84 7	+91,6	+88,8
—303,1	—216,5	—210,4	—204,6	Bengal Central	+8	+6	+2,4	+1,6
—11,7	—7,1	—7,8	—6,5	Rohilkhund-Kumaon	—6,8	+5,3	..	+1,0
+122,7	—13,5	—14,4	—12,4	Assam-Bengal	...	...	+50,1	+50,0
...	—333,3	—206,3	—195,5	Total Subsidised and other Companies	+84,8	+165,9	+186,5	+170,5
				Remittance Accounts.				
201,0	239,0	247,9	250,5	East Indian Railway Advances	—24,5	—15,5	—25,9	—27,1
93,3	245,0	211,5	214,3	Rajputana-Malwa Railway Advances	—6,9	—5,5	—11,5	—11,7
62,6	150,0	136,7	137,0	South Indian Railway ditto	—7,0	—3,4	—8,2	—3,6
17,8	20,0	66,7	66,6	Bengal and North-Western Railway Advances	—2,2	—5	—3,0	—3,2
527,5	537,8	604,2	599,1	Miscellaneous	—21,3	—10,9	—60,7	—107,2
				Total Remittance Accounts	—61,9	—35,8	—109,3	—152,8
				Total	+31,5	+178,5	+57,8	+19,7

Section E.—MISCELLANEOUS—*continued.*

XXIV.—Exchange—*continued.*

208. The total gain by Exchange fell short of the actuals of the previous year and the Budget Estimate by 11,8 and 158,8 respectively. In the case of the Subsidised Railways there was a large gain from the transactions of the Assam-Bengal Railway. No provision was made in the Budget for any gain or loss on the remittance transactions of this Railway, as, in the absence of information as to the terms on which a contract might be made with the Company, the payment to be made to it was converted into sterling at the average rate of exchange for the year. In the case of the Bengal-Nagpur Railway also there was an increase in the net gain owing to the fall in the rate of exchange having enhanced the difference between the contract rate for the Railway and the average rate of the year. This would have led to an increase in the gain in connection with the transactions of the other railways also if there had not been a large decrease in the net withdrawals of these railways, which more than counterbalanced the increase in the gain due to the cause mentioned above. As regards the transactions which are passed through the Remittance accounts between India and England there was an increase in the loss on all the transactions, owing chiefly to the fall in the rate of exchange having enhanced the difference between the average rate of the year and the official rate fixed for the adjustment of transactions or the other rates at which the transactions are adjusted under agreement. The largest increase was in the loss on the miscellaneous remittances, due to the difference between the official rate of Exchange and the average rate having been more than 1¾*d.* in the rupee.

XXV.—Miscellaneous.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Gain by Exchange on Transactions in India.	Accounts. 1891-92	7	...	8	...	...	...	...	...	...	8	2,3
	Budget. 1892-93	1,0	...	...	...	...	...	...	...	...	8	1,0
	Revised. 1892-93	9	...	...	...	...	...	...	...	...	8	1,7
	Accounts. 1892-93	6	...	...	...	...	...	...	...	...	8	1,4
Premium on Bills	Accounts. 1891-92	8,9	1	2,8	1,7	1	5,5	2	5	1,7	3,0	24,5
	Budget. 1892-93	8,8	1	2,5	1,0	1	5,0	4	6	2,5	2,2	23,2
	Revised. 1892-93	9,0	1	3,2	2,0	...	5,0	3	6	2,0	3,0	25,2
	Accounts. 1892-93	6,8	1	3,6	1,6	...	5,7	3	7	2,5	2,9	24,2
Unclaimed Deposits	Accounts. 1891-92	8	1,1	9	5	1,9	41,8	5,4	3,2	3,9	1,2	60,7
	Budget. 1892-93	1,0	2,0	3	9	3,0	36,5	6,4	2,5	2,5	1,2	56,3
	Revised. 1892-93	1,0	1,3	6	1,0	2,5	36,5	6,5	3,0	3,0	2,1	57,5
	Accounts. 1892-93	1,1	2,2	6	8	4,7	37,1	7,7	4,5	3,6	3,2	65,5
Miscellaneous Fees, Fines and Forfeitures.	Accounts. 1891-92	2,8	3	...	...	2	15,5	1	3	5,2	1,2	25,6
	Budget. 1892-93	2,4	2	...	...	3	20,8	1	2	4,5	1,1	29,6
	Revised. 1892-93	3,0	2	...	1	1	19,0	1	5	5,3	1,2	29,5
	Accounts. 1892-93	4,0	4	...	1	3	20,6	...	5	5,6	9	32,4
Government Audit Fees.	Accounts. 1891-92	3,2	...	...	...	1	6,6	...	...	1,0	1,2	12,1
	Budget. 1892-93	2,0	...	...	...	1	7,0	...	...	9	1,2	11,2
	Revised. 1892-93	2,8	...	...	...	1	8,4	...	...	1,0	1,3	13,6
	Accounts. 1892-93	2,2	...	...	1	2	9,1	...	...	1,1	1,0	13,7
Contributions	Accounts. 1891-92	1	2	...	...	...	...	10,9	...	8,3	9,5	29,0
	Budget. 1892-93	...	8	...	...	...	...	11,3	...	8,1	6,7	26,9
	Revised. 1892-93	...	9	...	...	...	...	10,5	...	8,8	8	21,0
	Accounts. 1892-93	...	9	...	...	...	...	10,7	...	8,9	1,3	21,8
Rents	Accounts. 1891-92	7	4,9	15,5	14,0	1,1	3,6	15,0	4,2	40,8	1,1	100,9
	Budget. 1892-93	7	4,8	15,4	14,5	1,1	3,7	14,6	4,1	35,0	1,1	95,0
	Revised. 1892-93	7	3,4	17,1	14,3	1,3	3,9	15,0	4,1	38,5	1,1	99,4
	Accounts. 1892-93	7	3,7	18,3	14,4	1,2	3,9	16,0	4,0	40,4	1,0	103,6
Extraordinary Items	Accounts. 1891-92	...	...	...	...	3,1	...	1	1,5	3,8	22,4	30,9
	Budget. 1892-93	...	...	...	...	...	...	...	...	...	...	...
	Revised. 1892-93	1,3	...	...	...	7,7	...	1	8	...	7,4	17,3
	Accounts. 1892-93	1,3	...	...	...	7,7	...	1,6	4	...	2,6	13,6

Section E.—MISCELLANEOUS—*continued.*

XXV.—Miscellaneous—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Other Items	Accounts. 1891-92	7,5	2,9	1,4	3,9	6	50,4	3,4	9,9	14,6	22,3	116,9
	Budget. 1892-93	3,4	2,0	8	2,7	1,0	37,5	3,4	10,2	18,6	26,2	105,8
	Revised. 1892-93	4,3	2,6	1,4	3,1	9	52,2	3,8	8,9	19,0	26,0	122,2
	Accounts. 1892-93	5,4	2,3	1,1	3,6	8	55,9	5,4	9,5	15,9	26,4	126,3
Total	Accounts. 1891-92	24,7	9,5	41,5		7,1	123,4	35,1	19,6	79,3	62,7	402,9
	Budget. 1892-93	19,3	9,9	38,1		5,6	110,5	36,2	17,6	72,1	40,5	349,8
	Revised. 1892-93	23,0	8,5	42,8		12,6	125,0	36,3	17,9	77,6	43,7	387,4
	Accounts. 1892-93	22,1	9,6	44,2		14,9	132,3	41,7	19,6	78,0	40,1	402,5

		Sterling.	Exchange.	Total.
England	Accounts. 1891-92	12,6	5,4	18,0
	Budget. 1892-93	2,5	1,2	3,7
	Revised. 1892-93	7,6	4,5	12,1
	Accounts. 1892-93	7,2	4,3	11,5

Total, including England.

Accounts.	1891-92	420,9
Budget.	1892-93	353,5
Revised.	1892-93	399,5
Accounts.	1892-93	414,0

209. The decrease under *Gain by Exchange on Transactions in India* was due to smaller transactions in Hali Sicca Rupees in Hyderabad, Deccan, counterbalanced by a small increase in Indore in consequence of more favourable rates of exchange. The receipts under *Premium on Bills* in India fell off largely compared with the estimates owing to diminished sales of Supply Bills in Calcutta chiefly in consequence of a decrease in the demand for transfers on Rangoon. In Burma there was an increase in the sales of telegraphic transfers on India and local bills both in Lower and Upper Burma. In Bengal and Bombay an unusually large demand for Supply Bills resulted in the Budget Estimate being exceeded, due, in the case of the latter province, to good harvests in several districts. The head *Unclaimed Deposits* is liable to considerable fluctuations, and the Estimates proved too low in all the provinces; in Bombay a special adjustment of some old outstanding items in the Bombay Court of Small Causes accounts for a large portion of the increase. The increase in India under *Miscellaneous, Fees, Fines and Forfeitures* is owing to larger receipts on account of fees for the grant of patents and heavier Dharmsala receipts at Indore, and also to the realisation of heavy fines at Bushire from slave dealers and Chiefs of the Arab Coast, which could not be foreseen. The falling off in Bengal, compared with the Budget, is due to the transfer to the head *Other Items* of the receipts on account of collections of arrear cesses which was not foreseen at the time of framing the Estimate. This was counterbalanced by increased receipts from fees for the survey of Tea lands. Compared with the previous year the increase is due partly to the same cause and partly to increased receipts from partition fees.

210. Under the head *Government Audit Fees* there were special arrear recoveries in 1891-92. The increase under the same head in Bengal, as compared with the Budget and the Actuals for the previous year, is due to increased audit fees from Wards' Estates; while the falling off in Bombay is due to the non-receipt, within the year, of the fee for the second half year's audit of the Administrator General's accounts, and to a decrease in the Provincial Receipts, partially counterbalanced by an arrear receipt from the Karachi Port Trust; the Revised allowed for a new fee which, however, was not realized within the year. The decrease under *Contributions* in the North-Western Provinces and Oudh is due to a change of practice under which the contribution from the Maharaja of Benares is now adjusted by deduction from 3—Land Revenue, while in Bombay it is due to contributions for Public Works hitherto recorded under this head being now shown under XXXII—Civil Works. Under *Rents* the Budget was not realised in the Central Provinces owing to the orders of the Chief Commissioner under which 4-5ths of the rents of Nazul lands situated within Municipal limits were credited to Municipal Funds. In Upper Burma the rents of Shan Poays (temporary stalls) previously shown under the head *Other Items*, and the construction and opening of new bazars contributed towards the better results under this head; while in the North-Western Provinces and Oudh the increase is due chiefly to high receipts from rents of Nazul buildings in the Lucknow and Fyzabad Districts. The actual collections in Madras in 1891-92 and 1892-93 included arrears chiefly on account of choultry rents in the Tanjore district.

211. The amount shown under *Extraordinary Items* in India represents the value of confiscated property of one of the Native Chiefs of Manipur, while the entry under Assam represents the indemnity paid by the Manipur State under the orders of the Government of India. The item in the North-Western Provinces and Oudh is composed chiefly of special credits on account of capitalized value of abatement of Land Revenue for lands taken up for the Lucknow-Pilibhit and Cawnpur-Achneyra Railways. The credit in 1891-92 in the

Section E.—MISCELLANEOUS—*continued.*

XXV.—Miscellaneous—*continued.*

Punjab consisted of recoveries from Municipalities on account of the late Census, while that in 1892-93 represents the revenue realized in connection with the administration of the Kurram country. In Bombay the Revised provided for the sale-proceeds of certain lands on the Esplanade, which were subsequently taken under Land Revenue under the orders of the Government of India. The exceptional receipts brought to account are as follow:—

Capitalized value of assessment on land sold to the Southern Mahratta Railway . . .	1,0
Recovery from the Bombay Port Trust of capitalized outstandings	1,3
Profit on sale of Government paper in which some of the Bombay Small Cause Court Deposits were invested	3

The actuals of 1891-92 included some large exceptional receipts from the Bombay Port Trust and Municipality, as also the sale-proceeds of some lands on the Esplanade.

212. The increase in India under the head *Other Items* is due chiefly to a special receipt from the Kotah State on account of the value of a Khillat presented by the Government, for which no provision was made in the Estimates, while in Burma the increase is due to larger receipts from the sale of Durbar presents, and the percentage charged for insurance and other departmental charges on stores supplied by the Secretary of State, chiefly for Provincial Public Works. In Bengal the increase was in the recoveries of insurance and other charges on English stores, which were abnormally high, and in fees and fines of Revenue Courts, sale of elephants, sale-proceeds of trees, and costs incurred for collecting arrear cess, the latter of which were under-estimated, counterbalanced by a decrease in the receipts from recoveries of law charges other than those in pauper suits. Compared with the actuals of the previous year the increase is entirely due to larger receipts on account of insurance and other charge on English stores. In the North-Western Provinces and Oudh the increase is due chiefly to a special credit, on account of the gain on Famine Advances to cultivators in the Gurhwal district. The decrease in the Punjab is due to smaller collections of Toll Fees on the Khyber road caused by a decline of trade in Eastern Afghanistan, while that in Madras is caused by the transfer to "XX—Medical" of receipts under Sanitation. There was a considerable increase in Bombay under Customs receipts in the Revenues of Berbera and Bulhar, while there was a decline in the Revenue of Zaila due to an epidemic of cholera, and the imposition of quarantine which temporarily affected trade.

213. In *England* the increase is due to the inclusion of a receipt representing the value of stores lost in transit to India.

Section E.—MISCELLANEOUS.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
5,046,6	EXPENDITURE	5,170,9	5,559,1	5,537,9

214. The expenditure in this section exceeded the Budget Estimate and the Actuals of the previous year by 367,0 and 491,3 respectively. Of these 249,6 and 386,7 occurred under exchange, owing chiefly to a fall in the rate of exchange and to a smaller extent to an increase in the payments of pensions in England, due to the new arrangement regarding the payment of pensions monthly instead of quarterly as before. The remainder of the increases are due chiefly to the normal increase in the charges for superannuation allowances and pensions. The increase over the previous year would have been much larger, if it had not been for some special payments in that year, *e.g.*, payment of arrears of the pension of His Highness Maharaja Dhuleep Sing, adjustment of the sums looted from the Manipur treasury during the disturbance of March 1891, and larger payments for replacing stores lost in transit to India.

27.—Territorial and Political Pensions.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	Total.
Territorial and Political Pensions.	Accounts 1891-92	35,5	27,0	...	...	1,7	119,3	71,5	23,9	83,4	76,2	438,5
	Budget 1892-93	24,6	27,5	...	...	1,7	120,4	94,1	24,3	79,2	87,7	459,5
	Revised 1892-93	24,4	27,2	...	...	1,7	116,3	99,0	24,2	76,9	83,7	453,4
	Accounts 1892-93	23,5	26,2	...	...	1,6	118,0	98,5	24,3	79,6	82,7	454,4
Charitable Allowances.	Accounts 1891-92	4,0	...	12,9	2,5	...	7	8,8	12,2	6	...	41,7
	Budget 1892-93	4,3	...	13,0	2,6	...	7	8,0	11,5	5	3	40,9
	Revised 1892-93	4,0	...	13,6	2,7	...	7	8,5	10,8	6	3	41,2
	Accounts 1892-93	4,0	...	13,5	2,6	1	6	8,1	10,9	4	2	40,4
Total	Accounts 1891-92	39,5	27,0	15,4		1,7	120,0	80,3	36,1	84,0	76,2	480,2
	Budget 1892-93	28,9	27,5	15,6		1,7	121,1	102,1	35,8	79,7	88,0	500,4
	Revised 1892-93	28,4	27,2	16,3		1,7	117,0	107,5	35,0	77,5	84,0	494,6
	Accounts 1892-93	27,5	26,2	16,1		1,7	118,6	106,6	35,2	80,0	82,9	494,8

		Sterling.	Exchange	Total.		
England	Accounts 1891-92	54,2	23,5	77,7	Grand Total, including England — Accounts 1891-92	557,9
	Budget 1892-93	23,9	11,9	35,8	Budget 1892-93	536,2
	Revised 1892-93	29,7	17,8	47,5	Revised 1892-93	542,1
	Accounts 1892-93	29,2	17,6	46,8	Accounts 1892-93	541,6

215. As noticed in previous reports, the payments on account of *Territorial and Political Pensions* are decreasing year by year owing to lapses on the death of pensioners. The payments are also largely affected by irregularity on the part of the pensioners in drawing their pensions. In India the decrease, as compared with the previous year, is due to the transfer of the Wasika pensions to the books of the Accountant General, North-Western Provinces and Oudh, where there was consequently an increase. A part of the increase in the latter Province was also due to the commutation of the pension of Sirdar Attar Singh, which was not provided for in the Budget. The variation between the Revised and the Accounts in Bengal is due to a portion of the pension of the Nawab of Moorshedabad having been paid in arrears. In Madras there was an arrear payment under Carnatic Stipends, which was not foreseen even when the Revised was framed. On the other hand, the payments on account of commutations were considerably larger than the Budget Estimate. In Bombay the Estimate included 7,4 on account of Afghan refugees, but the actual payments were charged to "25—Political." The increase in Upper Burma under *Charitable Allowances* is due to payment of arrears and sanction of new pensions, while the falling off in the Punjab is accounted for by lapses on the death of old pensioners. The Actuals in Bombay represent the funeral expenses of Mir Ali Mardan, a member of the Khairpur Branch of the Sind Mirs, sanctioned by the Government of India in the Foreign Department.

216. In *England* there was an increase over the Budget in the charges on account of His Highness Maharaja Dhuleep Singh owing to the payment to the British Empire Life Assurance Company for the redemption of the deferred annuity charge which that Company held on Prince Victor's reversionary interest in the Elvedon Estate, and to the legal expenses incurred in the suit instituted against the Company, as well as to an increase in the Bengal Nizamut Family Pensions, owing to one member of the family having drawn arrears of pension. The Actuals of 1891-92 included large arrears on account of the pension of His Highness Maharaja Dhuleep Singh.

Section E.—MISCELLANEOUS—*continued.*

28.—Civil Furlough and Absentee Allowances.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
5	India	5	5	4
...	Burma, Lower	...	...	3
1	Bengal	2	1	1
...	N.-W. Provinces and Oudh	...	2	2
...	Madras	1	1	1
1	Bombay	2	3	3
7	TOTAL	1,0	1,2	1,4
192,2	England	209,0	208,9	207,8
83,5	Exchange	104,5	125,3	125,0
276,4	TOTAL, INCLUDING ENGLAND	314,5	335,4	334,2

217. The Indian charges represent leave allowances of officers lent to Foreign Service and call for no special remark, except that the amounts are fluctuating and necessarily depend upon the number and grade of such officers on leave. In *England* there was a decrease in the number of officers drawing their allowances from the India Office; on the other hand, there were additional payments in connection with the recent arrangements made for the issue of pay and allowances monthly instead of quarterly as heretofore.

29.—Superannuation Allowances and Pensions.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Superannuation and Retired Allowances.	Accounts 1891-92	51,1	21,9	1,9	23,7	7,8	157,5	169,1	81,1	128,2	150,3	792,6
	Budget 1892-93	50,2	21,6	2,0	24,1	7,7	161,2	173,3	83,7	142,0	153,3	819,1
	Revised 1892-93	37,2	24,1	2,2	20,4	7,9	171,5a	175,9	81,5	133,5b	161,5c	821,7
	Accounts 1892-93	42,8	23,6	2,5	26,3	8,0	173,0	177,2	81,4	133,7	161,9	830,4
Compassionate Allowances.	Accounts 1891-92	1,4	8	...	...	...	1,8	3,1	2,4	2,0	4,0	15,5
	Budget 1892-93	1,2	9	...	...	1	1,8	4,3	2,5	2,2	4,1	17,1
	Revised 1892-93	1,5	8	...	...	1	2,6	3,0	2,3	2,0	4,0	16,3
	Accounts 1892-93	2,0	7	...	...	1	2,6	3,0	2,1	2,2	3,6	16,3
Gratuities	Accounts 1891-92	1,1	2	6	5	2	8	9	1,4	1,9	1,2	8,8
	Budget 1892-93	7	4	6	1,1	2	1,0	1,1	1,0	1,7	1,0	8,8
	Revised 1892-93	6	3	8	1,5	3	8	1,1	1,2	1,4	1,1	9,1
	Accounts 1892-93	4	1	9	1,7	2	6	1,2	6	1,1	9	7,7
Military Orphan and Medical Retiring Funds.	Accounts 1891-92	7,0	...	...	...	...	...	...	...	1,8	...	8,8
	Budget 1892-93	7,5	...	...	...	...	...	...	...	1,5	...	9,0
	Revised 1892-93	6,8	...	...	...	...	...	...	...	1,7	...	8,5
	Accounts 1892-93	6,3	...	...	1	...	...	2	3	1,5	...	8,4
Pensions of the Military Funds.	Accounts 1891-92	5,8	...	...	...	...	...	...	...	6,4	3,2	15,4
	Budget 1892-93	5,0	...	...	...	...	...	...	...	6,0	3,4	14,4
	Revised 1892-93	5,3	...	...	...	...	...	...	...	4,3	1,1	10,7
	Accounts 1892-93	4,5	...	...	...	...	3	6	1	4,1	1,0	10,6
Pensions of the Civil Funds.	Accounts 1891-92	3,1	...	...	...	...	2	1,3	...	1,6	3	6,5
	Budget 1892-93	3,4	...	...	...	...	2	1,3	...	1,0	4	6,3
	Revised 1892-93	3,2	...	...	...	...	2	1,5	...	1,3	1	6,3
	Accounts 1892-93	3,0	...	...	...	...	2	1,4	...	1,3	1	6,0
Other Charges	Accounts 1891-92	1	...	...	...	...	...	...	4	2	2	9
	Budget 1892-93	1	...	...	...	...	...	...	3	1	1	6
	Revised 1892-93	2	...	...	...	...	...	...	3	1	1	7
	Accounts 1892-93	4	...	...	2	...	4	...	5	1	2	1,8
TOTAL	Accounts 1891-92	69,6	22,9	26,7		8,0	160,3	174,4	85,3	142,1	159,2	848,5
	Budget 1892-93	68,1	22,9	27,8		8,0	164,2	180,0	87,5	154,5	162,3	875,3
	Revised 1892-93	54,8	25,2	30,9		8,3	175,1	181,5	85,3	144,3	167,9	873,3
	Accounts 1892-93	59,4	24,4	31,7		8,3	177,1	183,0	85,0	144,0	167,7	881,2

			Sterling.	Exchange.	TOTAL.
England	Accounts 1891-92		1,726,0	749,6	2,475,6
	Budget 1892-93		1,748,2	874,1	2,022,3
	Revised 1892-93		1,830,1	1,098,1	2,928,2
	Accounts 1892-93		1,810,5	1,089,3	2,899,8
Total, including England	Accounts 1891-92				3,324,1
	Budget 1892-93				3,497,6
	Revised 1892-93				3,801,5
	Accounts 1892-93				3,781,0

(*a*) Includes 58 on account of Marine Pensions.
(*b*) Ditto 2 ditto.
(*c*) Ditto 59 ditto.

Section E.—MISCELLANEOUS—*continued.*

29.—Superannuation Allowances and Pensions—*continued.*

218. The charges for *Superannuation and Retired Allowances* continue to increase yearly owing to the amount of new pensions exceeding the lapses from deaths. The figures for the last five years are as follow:—

1888-89	688,6
1889-90	721,8
1890-91	765,5
1891-92	792,6
1892-93	830,4

Charges on account of Pensions of the Marine Department, which were formerly adjusted on the books of the Military Department and shown under India, but which are now finally charged on the books of the Provincial Accountants General, account for the decrease in India and for a portion of the increases in Bengal, Madras and Bombay. Apart from this there was an increase in India due to the transfer of pensions of the Merwara Battalion from "25—Political" to this head. In the Punjab and Madras the charges were over-estimated.

219. Under *Compassionate Allowances* the Budget proved too high on the whole; the decrease in Bombay is due to lapses of pensions of the Warden Official Fund. The *Pensions of the Military Fund* are declining as well as those of the *Civil Funds*. None of the other heads call for any special remarks.

The increase in England is mainly due to the issue of pensions monthly instead of quarterly in arrear as before.

30.—Stationery and Printing.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Stationery Office at the Presidency.	Accounts 1891-92	...	...	...	...	...	13,0	...	...	2,3	3,4	18,7
	Budget 1892-93	...	...	...	...	...	11,7	...	...	2,5	3,6	17,8
	Revised 1892-93	...	...	...	...	...	15,5	...	...	2,4	2,7	20,6
	Accounts 1892-93	...	...	...	...	...	15,3	...	...	2,4	2,7	20,4
Purchase of Stationery.	Accounts 1891-92	1	1,8	5	1,0	6	193,8	6,7	13,9	18,0	26,1	262,5
	Budget 1892-93	1	9	5	1,0	9	173,5	6,6	13,5	24,5	30,5	252,0
	Revised 1892-93	1	5	7	9	7	178,9	6,6	13,1	27,2	33,0	261,7
	Accounts 1892-93	1	7	6	8	6	181,5	6,7	13,6	26,7	37,6	268,9
Government Presses.	Accounts 1891-92	110,8	6,1	...	25,2	4,1	33,0	25,3	11,3	28,4	27,3	271,5
	Budget 1892-93	107,1	6,6	...	26,9	3,9	32,4	24,3	12,3	27,8	29,0	270,3
	Revised 1892-93	108,9	6,7	...	30,0	3,9	36,0	26,8	11,6	29,1	28,4	281,4
	Accounts 1892-93	106,6	7,2	...	30,2	3,9	36,4	29,0	11,1	28,9	29,7	283,0
Stationery supplied from Central Stores.	Accounts 1891-92	—199,7	7,9	1,5	13,7	2,6	80,5	17,4	10,9	37,8	27,4	...
	Budget 1892-93	—170,7	9,0	1,9	14,8	2,0	48,2	18,5	8,3	38,0	30,0	...
	Revised 1892-93	—195,9	10,8	1,9	14,8	2,1	72,1	17,9	9,3	38,0	29,0	...
	Accounts 1892-93	—199,8	8,8	1,9	17,1	2,2	77,0	20,7	7,4	37,4	27,3	...
Stationery supplied to Postal and Telegraph Departments.	Accounts 1891-92	—47,2	...	...	...	...	...	...	...	...	...	—47,2
	Budget 1892-93	—64,2	...	...	...	...	...	...	...	...	...	—64,2
	Revised 1892-93	—52,5	...	...	...	...	...	...	...	...	...	—52,5
	Accounts 1892-93	—40,7	...	...	...	...	...	...	...	...	...	—40,7
Other Charges	Accounts 1891-92	7	2,2	...	...	...	3,4	4,9	18,7	6,8	1,7	38,4
	Budget 1892-93	1,1	1,2	...	...	1	4,8	3,9	13,0	5,5	1,1	30,7
	Revised 1892-93	7	1,5	...	...	...	3,5	5,4	15,0	4,7	9	31,7
	Accounts 1892-93	9	1,6	...	...	...	3,1	5,8	14,5	5,2	6	31,7
TOTAL	Accounts 1891-92	—135,3	18,0	41,9		7,3	323,7	54,3	54,8	93,3	85,9	543,9
	Budget 1892-93	—126,6	17,7	45,1		6,9	270,6	53,3	47,1	98,3	94,2	506,6
	Revised 1892-93	—138,7	19,5	48,3		6,7	306,0	56,7	49,0	101,4	94,0	542,9
	Accounts 1892-93	—132,9	18,3	50,6		6,7	313,3	62,2	46,6	100,6	97,9	563,3

			Sterling.	Exchange.	TOTAL.
ENGLAND.					
Stores	Accounts 1891-92		35,1	15,3	50,4
	Budget 1892-93		41,0	20,5	61,5
	Revised 1892-93		46,4	27,9	74,3
	Accounts 1892-93		46,5	28,0	74,5
Other Charges	Accounts 1891-92		6,0	2,6	8,6
	Budget 1892-93		5,8	2,9	8,7
	Revised 1892-93		6,2	3,7	9,9
	Accounts 1892-93		6,4	3,8	10,2
Total England	Accounts 1891-92		41,1	17,9	59,0
	Budget 1892-93		46,8	23,4	70,2
	Revised 1892-93		52,6	31,6	84,2
	Accounts 1892-93		52,9	31,8	84,7
Total, including England.	Accounts 1891-92				602,9
	Budget 1892-93				576,8
	Revised 1892-93				627,1
	Accounts 1892-93				648,0

Section E.—MISCELLANEOUS—*continued.*

30.—Stationery and Printing—*continued.*

220. The increase over the Budget and the Actuals of the previous year under the head *Stationery Office at the Presidency* occurred in Bengal, and was due to larger payments on account of freight, packing cases and contingencies, consequent on larger supplies of stationery to Settlement Officers in Bengal and to the Governments, North-Western Provinces and Oudh, Central Provinces and Burma. The savings on the Budget in Bombay were in forwarding charges, which were also considerably less than in 1891-92.

221. Under *Purchase of Stationery* the charges in Bengal again exceeded the Budget, though they fell short of the exceptionally high expenditure in 1891-92. The increase is attributed to larger supplies having been obtained both from England and in India. In Madras the failure of the contractors in supplying articles within the year reduced the expenditure in 1891-92, but led to a considerable increase in the payments of 1892-93. The increase in Bombay is accounted for by a change in practice, under which the charges for stationery purchased for the larger offices locally, and not through the Stationery Department, are now charged to this head instead of to the heads to which the cost of the offices was charged, while the decrease in the Central Provinces, as compared with the previous year, is due to the cost of country stationery for small offices having been charged as Contingent Expenditure of the offices concerned instead of under this head. In both these cases the change of practice was introduced with a view to secure uniformity of classification in all Provinces.

222. The employment of the Press extends with the growth of business and improvement of administration from year to year; the expenditure under *Government Presses* is accordingly steadily increasing. The figures for the last five years are—

1888-89	240,6
1889-90	254,1
1890-91	260,4
1891-92	271,5
1892-93	283,0

The Budget Estimates did not generally provide sufficiently for this growth of expenditure, and they were accordingly exceeded in most Provinces. In Bengal the excess was considerable and was partly due to larger supplies of stores for the Presidency Jail Press. The falling off in the Punjab is due to smaller purchases of materials and stock, and also to smaller expenditure in postage charges and office contingencies.

223. *Stationery supplied from Central Stores* showed a large increase in Bengal, owing to the large supplies made to the Survey and Settlement Departments in connection with the settlement operations in progress. The decrease, as compared with the previous year, is only nominal, a much larger amount than the apparent saving, on account of the cost of plain paper used with Court-fees Stamps, having been charged to "6—Stamps" instead of being charged to this head as in 1891-92. This also accounts for the decrease in the Punjab. The Bombay estimates were pitched too high.

The estimate of *Other Charges* in Bengal was framed too high. In the North-Western Provinces and Oudh, the Punjab and Madras the increase occurred chiefly in the charges for printing at private presses. In the Punjab the Actuals of 1891-92 included some special expenditure for registers for Courts as explained in last year's Report.

In *England* the demand for stationery supplies was considerably larger than was provided for in the Estimates.

32.—Miscellaneous.

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Allowances and Rewards.	Accounts 1891-92	4	1	1,3	1,1	5	1,1	7	3	7	1,4	7,6
	Budget	1	1	1,0	1,0	5	1,1	4	5	7	1,4	6,8
	Revised 1892-93	1	1	1,1	5	6	9	6	4	7	1,2	6,2
	Accounts	1	1	1,3	6	6	8	6	5	8	1,2	6,6
Remittance Charges	Accounts 1891-92	7,2	4	9	6	7	3,3	3,2	1,8	3,3	1,8	23,2
	Budget	12,1	6	6	1,0	1,0	3,2	3,5	2,0	3,4	2,0	29,4
	Revised 1892-93	8,3	5	6	3	8	2,2	3,0	1,1	2,8	1,7	21,3
	Accounts	11,8	4	7	3	9	1,5	2,9	1,5	2,5	1,5	24,0
Charitable Donations.	Accounts 1891-92	8	2	...	2	2	12,0	4,5	5	5,9	5,9	30,3
	Budget	8	3	1	2	4	9,8	4,3	4	5,5	5,3	27,1
	Revised 1892-93	8	2	5	2	4	8,1	4,0	4	5,5	5,3	25,4
	Accounts	8	2	5	2	4	10,1	4,2	6	5,8	6,1	28,9
Rewards for Destruction of Wild Animals.	Accounts 1891-92	1	1,9	4	1,0	1,2	1,6	1,1	8	2,4	7	11,2
	Budget	1	1,9	6	1,0	1,3	1,5	1,4	1,7	2,5	1,7	13,7
	Revised 1892-93	1	1,8	5	9	1,4	1,6	1,1	8	2,5	1,0	11,7
	Accounts	1	1,9	5	1,0	1,4	1,9	9	7	2,4	6	11,4

Section E.—MISCELLANEOUS—*continued.*

32.—Miscellaneous—*continued.*

		India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Petty Provincial and Local Establishments.	Accounts 1891-92	1,6	2,3	3,8	5,3	4,2	4,9	4,1	5,4	23,6	1,8	57,0
	Budget	1,4	2,5	4,3	5,8	5,0	4,3	4,1	5,1	28,7	1,9	63,1
	Revised 1892-93	1,6	2,3	4,1	5,3	4,4	4,9	4,1	5,7	25,9	1,9	60,2
	Accounts	1,6	2,2	3,9	5,2	4,3	5,7	4,1	5,9	25,2	1,8	59,9
Special Commissions of Enquiry.	Accounts 1891-92	2,4	...	...	...	...	1,7	1,8	...	1,3	4,7	11,9
	Budget	...	...	...	...	...	3,0	3	...	2	3,4	6,9
	Revised 1892-93	1	...	...	...	...	1,0	1,3	...	1	4,9	7,4
	Accounts	1	...	...	...	...	4	1,2	...	...	5,0	6,7
Irrecoverable Loans written off.	Accounts 1891-92	1	...	1	...	...	...	1	...	...	1	4
	Budget	...	...	1	...	...	...	1	...	...	5	7
	Revised 1892-93	...	...	...	...	...	...	2	...	...	2	4
	Accounts	2	...	...	...	...	...	2	...	...	1	5
Rents, Rates, and Taxes.	Accounts 1891-92	4	...	1	9	3	2,5	...	...	8	21,8	26,8
	Budget	5	...	...	9	3	2,0	...	...	4	10,6	14,7
	Revised 1892-93	2,2	...	...	1,0	3	2,2	...	...	9	10,6	17,2
	Accounts	2,3	...	...	1,2	3	2,1	...	...	9	10,6	17,4
Extraordinary Items	Accounts 1891-92	...	...	...	...	18,4	...	...	...	...	6	19,0
	Budget	...	...	...	...	...	...	...	...	...	1,3	1,3
	Revised 1892-93	...	...	...	...	2	...	...	...	...	...	2
	Accounts	...	...	...	...	4	...	...	...	...	...	4
Other Items	Accounts 1891-92	6,3	5	1,9	6	1,2	10,5	3,5	5,4	8,1	6,0	44,0
	Budget	1,7	9	6	1,6	1,3	6,4	3,7	8,0	7,7	8,1	40,0
	Revised 1892-93	18,5	7	1,5	1,5	7	6,2	3,7	2,1	10,0	10,7	55,6
	Accounts	9,3	2	1,5	7	1,0	5,6	3,2	1,4	8,6	9,0	40,5
Total	Accounts 1891-92	19,3	5,4	18,2		26,7	37,6	19,0	14,2	46,1	44,8	231,3
	Budget	16,7	6,3	18,8		9,8	31,3	17,8	17,7	49,1	36,2	203,7
	Revised 1892-93	31,7	5,6	18,0		8,8	27,1	18,0	10,5	48,4	37,5	205,6
	Accounts	26,3	5,0	17,6		9,3	28,1	17,3	10,0	46,2	35,9	196,3

		Sterling.	Exchange.	Total.
England	Accounts 1891-92	37,7	16,3	54,0
	Budget	28,1	14,0	42,1
	Revised 1892-93	29,6	17,8	47,4
	Accounts	23,0	13,8	36,8

Total, including England.	Accounts 1891-92	285,3
	Budget	245,8
	Revised 1892-93	253,0
	Accounts	233,1

225. Many of the items included under this head are of a fluctuating character and are not susceptible of an accurate forecast.

The Budget Estimates under *Remittance Charges* were generally framed too high, being based on the average actuals of past years; the expenditure on actual remittance of specie has, however, considerably diminished during the last year or two, owing chiefly to the extension of the system of drawing off surpluses by means of supply bills which are often issued at a premium and thus bring in revenue, the receipts from which (see paragraph 209) now completely cover the total expenditure incurred under this head, which includes the loss by exchange on local transactions. The figures under these heads for the last five years are compared below:—

	Revenue from Premium on Bills.	Expenditure under Remittance Charges.
1888-89	22,7	29,4
1889-90	21,8	30,6
1890-91	22,3	24,6
1891-92	24,5	23,2
1892-93	24,2	24,0

The charges for remittance were slightly higher in 1892-93, owing chiefly to larger remittances between Bombay and Calcutta; and also owing to a very largely increased loss by exchange on local transactions (3,5 against 7), owing to the low rate of exchange for Hali Siccas which prevailed in Hyderabad during a great portion of the year.

226. Under *Charitable Donations* the Budget in Bengal provided 1,7 for purchase of a new site for the Leper Asylum which was not required, but the saving due to this was counterbalanced by a larger donation to the Calcutta Female Nurses' Institution than that which had been provided in either the Budget or the Revised. This donation (3,9) was, however, smaller than that made in 1891-92 (6,0), which accounts for the decrease in the Actuals, as compared with those of 1891-92. *Petty Provincial and Local Establishments* showed an increase in Bengal, owing to the provision for Khedda Establishment in Julpaiguri having been included both in the Budget and in the Revised under

Section E.—MISCELLANEOUS—*continued.*

32.—Miscellaneous—*concluded.*

Other Items. The Budget in Madras was framed too high. Under *Special Commissions of Enquiry* the estimate in Bengal was intended to provide for unforeseen charges. The amount expended was on account of the Police Commission, and the higher charges of that Commission in 1891-92 account for the difference between the Actuals of the two years. In the North-Western Provinces and Oudh the increase is due to the charges of the Rampur and Wheeler Commissions, while in Bombay the excess is due to the Commission appointed to enquire into the working of the Deccan Agriculturists' Relief Act, the charges for which were higher than was anticipated when the Budget was framed. The charges in 1891-92 in India were on account of the Native Passenger Ships Commission and the Leprosy Commission. In India the increase under *Rents, Rates, and Taxes* is due to charges for Municipal rates, payable on buildings occupied by more than one Government Office or Department at Simla and Calcutta being paid by the Civil Department and charged under this head. In Bombay the Actuals of 1891-92 included arrears from 1889 of the consolidated rate on the assessable value of Government buildings in Bombay city.

227. The Actuals of 1891-92 under the head *Extraordinary Items* in Assam represent sums looted from the Manipur Treasury and currency chest during the disturbance, and compensations granted to officers for loss of property during the outbreak. In Bombay the amount provided under this head in the Budget was on account of the amount to be paid to Messrs. Thomas Cook and Son in connection with the pilgrim traffic to Jeddah, but the actual payments have been shown under *Other Items*. Under this head the Revised in India provided for the charges in connection with the visit of His Imperial Highness the Archduke of Austria, but some of the charges remained unpaid at the end of the year. The Upper Burma charges included a special payment to the Bombay-Burma Trading Corporation, Limited, in satisfaction of their claim against the late Kale Sawbwa, sanctioned by the Government of India in the Finance Department. The decrease in Lower Burma is due to the provision made for amounts to be written off not having been generally required, and to the contribution from the District Cess Fund to the Maubin Municipality having been charged to "45—Civil Works," though provided for under this head. The Actuals of 1891-92 in Bengal included the writes-off of some irrecoverable embankment advances in the Mozufferpur District. The Punjab Budget included a reserve, while the Actuals of 1891-92 were high on account of expenditure incurred by Local Bodies for the destruction of locusts. The increase in Bombay is due, as stated above, to the inclusion under this head of the payments made to Messrs. Thomas Cook and Son in connection with the pilgrim traffic.

228. The falling off in *England* is due to payments on account of stores lost in transit to India having been smaller than was anticipated.

Section F.—FAMINE RELIEF AND INSURANCE.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
1,268,3	EXPENDITURE . . .	1,206,7	1,133,7	1,116,1

229. In 1892-93 the Famine Insurance Grant was maintained at the full amount of 1,500,0, including the net charge on the revenues on account of the Protective Railways constructed through the Agency of Companies, namely, the Indian Midland and Bengal-Nagpur Railways.

230. The following statement shows how the Grant of 1,500,0 was applied:—

Famine Relief and Insurance.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
23,4	Famine Relief	130,0	76,8	70,8
484,8	Construction of Protective Railways	1,011,7	993,9	984,5
77,9	Construction of Protective Irrigation Works . . .	65,0	63,0	60,8
682,2	Reduction of Debt	...	...	...
1,268,3	TOTAL .	1,206,7	1,133,7	1,116,1
	Railway Revenue Account.			
189,1	Net charge on account of Indian Midland Railway .	220,1	232,9	253,7
42,6	" " " Bengal Nagpur Railway .	73,2	133,4	130,2
231,7	TOTAL .	293,3	366,3	383,9
1,500,0	GRAND TOTAL .	1,500,0	1,500,0	1,500,0

33.—Famine Relief.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
6,1	India	...	16,0	17,2
...	Central Provinces	...	1	...
...	Burma, Upper	...	1	1
1,2	Bengal	20,0	30,3	28,7
2	N.-W. Provinces and Oudh	...	...	...
15,7	Madras	100,0	30,0	24,4
2	Bombay	10,0	3	4
23,4	TOTAL .	130,0	76,8	70,8

231. The expenditure in India was incurred for the relief of distress in Ajmere-Merwara which was not foreseen when the Budget was framed, and that in Bengal was incurred chiefly by the District Board of Durbhanga in consequence of scarcity prevailing in that district. In Madras and Bombay provision was made in the Budget under this head for expenditure on Relief Works, but the greater portion of the actual expenditure has been charged to ordinary Public Works heads, the cost of infructuous labour only being charged to this head.

34.—Construction of Protective Railways.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
484,8	EXPENDITURE	1,011,7	993,9	984,5

232. This head includes a portion of the capital expenditure of the Government of India on Railways and Irrigation. The total amount of this expenditure and the manner in which it is distributed under various heads is shown in paragraph 374.

The amount charged under this head is the balance of the total Famine Insurance grant of 1,500,0 after providing for the expenditure on Famine Relief and Protective Irrigation Works and the net charge on revenue account of the Protective Railways constructed through the agency of Companies.

35.—Construction of Protective Irrigation Works.

1891-92. Accounts.		Budget.	1892-93 Revised.	Accounts.
	N.-W. PROVINCES AND OUDH—			
1,0	Betwa Canal	3,1	1,2	9
	PUNJAB—			
1,0	Swat River Canal	4,5	...	—2
	MADRAS—			
64,0	Rushikulya Project	45,0	49,8	49,6
	BOMBAY—			
11,8	Nira Canal	12,2	11,7	10,4
1	Chankapur Tank	...	1	...
...	Mhasvad Tank	2	2	1
77,9		65,0	63,0	60,8
	THIS INCLUDES—			
1,7	Outlay in England	...	3,6	3,6
8	Exchange	...	2,2	2,2

233. The decrease in the expenditure in 1892-93, as compared with that of 1891-92, was chiefly due to larger expenditure in the previous year against a larger grant allotted for the vigorous prosecution of the Rushikulya Project in Madras. The saving on the Budget Estimate was due to no expenditure having been incurred on the Swat River Canal in the Punjab, owing to the abandonment of the Nowshera Rajbuha scheme as impracticable, and to the Kalpani extension scheme requiring further investigation.

36.—Reduction of Debt.

1891-92. Accounts.	Budget.	1892-93. Revised.	Accounts.
682,2	...	...	...

234. As the whole of the balance of the Famine Insurance grant left, after providing for the expenditure on Famine Relief and the construction of Protective Irrigation Works, and the net charge on revenue account of the Protective Railways constructed through the agency of Companies, was required for the construction of Protective Railways, there was nothing left to be charged to this head.

Section G.—CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance).

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
163,2	EXPENDITURE	301,5	292,9	339,5

235. The following are the details:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	IMPERIAL.			
	MADRAS—			
...	East-Coast	76,4	158,5	201,2
...	Dharmavaram—Hindupur	41,9	...	...
...	TOTAL IMPERIAL	118,3	158,5	201,2
	PROVINCIAL.			
	ASSAM—			
3	Jorhat Railway	3,9	3,0	3,7
...	Cherra-Companyganj Railway	1,3	6	5
3	TOTAL	5,2	3,6	4,2
	BENGAL—			
8	Kaunia-Dhurla Railway	...	...	...
	N.-W. PROVINCES AND OUDH—			
2,3	Lucknow-Sitapur-Seramau Railway	...	..	...
	MADRAS—			
42,6	Mayavaram-Mutupet Railway	155,0	87,5	91,9
	BOMBAY—			
117,2	Hyderabad-Umarkot Railway	23,0	43,3	42,2
163,2	TOTAL PROVINCIAL	183,2	134,4	138,3
163,2	GRAND TOTAL	301,5	292,9	339,5

236. Under *Imperial* is shown the balance of the Capital expenditure on State Railways in excess of the amounts that may be recorded under "Capital Expenditure not charged to Revenue" and "Construction of Protective Railways." The distribution of the total Capital expenditure is shown in paragraph 374.

237. Under *Provincial* the decrease, as compared with the actuals of the previous year, is 24,9. On the Hyderabad-Umarkot Railway less expenditure was incurred owing to the completion of the line, which, however, cost more than was anticipated in the Budget. On the Mayavaram-Mutupet Railway more progress was made than during 1891-92, though there was short outlay as compared with the Budget Estimate owing to difficulty in obtaining labour, and to many of the works having been delayed in consequence of early floods. More progress was, however, made in laying the permanent-way on this line than was anticipated in the Revised Estimate.

Section H.—RAILWAYS.

238. The following is a general statement of the Revenue Account:—

1892-93.	State Railways.	Guaranteed Railways.	Subsidised Companies.	Miscellaneous	TOTAL.
GROSS RECEIPTS . .	15,814 8	6,301,9	17,9	...	22,134,6
WORKING EXPENSES .	7,562,9	3,057,5	...	...	10,620,4
Surplus Profits . .	382,0	581,9	...	...	963,9
Interest	6,193,7	3,438,7	1,9	...	9,634,3
Annuities	2,717,4	...	...	...	2,717,4
Land and Supervision .	...	29,4	27,1	...	56,5
Miscellaneous Railway Expenditure . . .	...	...	...	*—10,9*	*—10,9*
TOTAL EXPENDITURE .	16,856,0	7,107,5	29,0	*—10,9*	23,981,6
NET GAIN OR LOSS TO THE GOVERNMENT—					
1892-93 . . .	*—1,041,2*	*—805,6*	*—11,1*	+10,9	*—1,847,0*
1891-92 . . .	+109,5	*—333,2*	*—1*	*—92,0*	*—315,8*
1890-91 . . .	*—387,4*	*—145,9*	*—4,8*	*—149,2*	*—687,3*
1889-90 . . .	*—983,9*	*—699,5*	*—20,1*	*—149,1*	*—1,852,6*
1888-89 . . .	*—1,254,7*	*—922,8*	+14,7	*—70,6*	*—2,233,4*

239. These figures show that the *State Railways* did worse than in 1891-92 by 1,150,7. Under receipts the most marked decrease occurred in wheat traffic, which was exceptionally large in the previous year. Eliminating these abnormal receipts, the receipts from general traffic on most of the Railways show a large increase in 1892-93. As regards the expenditure, there was a large increase on account of interest and annuities paid in England, due to the fall in exchange. With the payments in England only slightly in excess of those of last year, the increase in the charge for exchange amounted to 615,8.

240. The *Guaranteed Railways* also did worse than in the preceding year by 472,4. The wheat traffic on the Great Indian Peninsula Railway was far short of that of the previous year, and the charges for interest paid in England were larger owing to the fall in exchange.

241. The net loss to Government on the Revenue Account of Railways during the last few years, as shown above, has been considerably affected by the fluctuations in the rate of exchange. If the rate had not varied from that of 1886-87 the net loss would have been as shown below:—

1892-93	*—234,1*	*—321,7*	*—11,1*	+10,9	*—556,0*
1891-92	+315,5	*—210,2*	*—2*	*—92,0*	+13,1
1890-91	*—552,5*	*—262,0*	*—4,8*	*—149,2*	*—968,5*
1889-90	*—746,0*	*—529,6*	*—20,1*	*—149,1*	*—1,444,8*
1888-89	*—991,1*	*—682,1*	+14,7	*—70,6*	*—1,729,1*
1887-88	*—1,002,0*	*—811,4*	*—18,8*	*—51,8*	*—1,884,0*
1886-87	*—375,1*	*—675,6*	*—43,6*	*—94,4*	*—1,188,7*

242. The opening of the Frontier lines and the commencement of the Bengal-Nagpur Railway increased the net loss considerably in 1887-88, but since then the loss steadily decreased year by year to the end of 1891-92, when the growth of the revenue received a check owing to a falling off in the export traffic in wheat.

Section H.—RAILWAYS—RECEIPTS.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
19,938,1	RECEIPTS.	18,832,7	19,064,2	19,077,1

243. The following are the items comprised in this group. Particulars of them are given in the succeeding statements:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
16,412,0	State Railways (gross) .	15,543,9	15,779,4	15,814,8
3,493,1	Guaranteed Railways (net) .	3,260,0	3,260,0	3,244,4
33,0	Subsidised Companies . .	28,8	24,8	17,9
19,938,1		18,832,7	19,064,2	19,077,1

244. *State Railways.*—The gross receipts are 597,2 below those of the previous year. There was a falling off of 739,1 on the North-Western Railway, due chiefly to a decrease in wheat traffic, which was exceptionally heavy during 1891-92. There was also an appreciable decrease in the passenger traffic on the lines in Northern India, as the receipts from this source were unusually high in 1891-92, owing to the fairs at Hardwar. But there was on the other hand a considerable improvement in the goods traffic on the Rajputana-Malwa and Indian Midland Railways, and in the traffic of all kinds on the South Indian and Burma State Railways. Compared with the Budget Estimate there was a total improvement of 270,9, which is more than accounted for by the improvement of 321,4 on the Rajputana-Malwa line, due chiefly to a brisk traffic in grains (other than wheat) and seeds having continued throughout the year. There were also improvements of 238,6 on the East Indian Railway, the Budget Estimate having been framed too low, and of 95,2 on the Burma Railway owing to a general development of traffic, but these were more than counterbalanced by a falling off of 310,1 on the North-Western Railway, and of 46,7 on the Bengal-Nagpur Railway owing principally to a heavy decline in the wheat traffic arising from unfavourable crops and a dull market. The increase of 35,4 over the Revised Estimate is due to the traffic at the close of the year on many of the lines having proved slightly better than was expected.

245. *Guaranteed Railways.*—The net receipts are 248,7 below those of the previous year. The traffic on the Great Indian Peninsula Railway in 1891-92 was exceptionally good, and that in 1892-93 showed a considerable falling off, owing to the slackness of trade with Europe in Bombay. The demand for wheat for export was far short of that in the previous year, and the failure of the linseed crop in the Central Provinces, and the smaller movement of food-grains to Southern India, also account for a part of the falling off. The traffic on the Bombay, Baroda and Central India Railway was better than in the previous year, owing to increased traffic in cotton and oilseeds and in coal and Railway materials. The increase was, however, partly counterbalanced by a falling off in wheat traffic. The traffic on the Madras Railway reached normal conditions in 1892-93; the earnings during 1891-92 were abnormally low owing to the prevalence of scarcity and attendant sickness in that part of the country.

Section H.—RAILWAYS—RECEIPTS—*continued.*

XXVI and 38.—State Railways—Gross Receipts and Working Expenses.

Accounts, 1891-92.			Capital Outlay to 31st March 1893.	Railways.	Budget, 1892-93.			Revised, 1892-93.			Accounts, 1892-93.		
Gross Receipts.	Working Expenses.	Net.			Gross Receipts.	Working Expenses	Net.	Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses	Net.
				IMPERIAL.									
4,957,6	1,340,6	3,617,0	33,686,4	East Indian . .	4,650,3	1,302,0	3,348,3	4,890,3	1,348,5	3,541,8	4,888,9	1,358,7	3,530,2
40,5	...	40,5	10,241,4	Eastern Bengal . .	860,0	540,0	320,0	858,8	537,5	321,3	872,3	561,6	310,7
2,205,1	970,6	1,234,5	13,058,6	Rajputana-Malwa .	1,926,2	924,6	1,001,6	2,240,0	933,4	1,306,6	2,247,6	918,0	1,329,6
3,309,0	1,953,5	1,355,5	41,627,0	North-Western . .	2,880,0	1,880,0	1,000,0	2,560,0	1,670,0	890,0	2,569,9	1,811,8	758,1
879,3	381,5	497,8	10,344,2	Oudh & Rohilkhand .	830,0	350,0	480,0	845,0	375,0	470,0	845,9	368,7	477,2
637,3	303,0	334,3	9,676,0	Bengal-Nagpur . .	650,0	325,0	325,0	607,5	317,5	290,0	603,3	309,7	293,6
210,0	110,2	99,8	...	Tounghoo-Mandalay .	...	...	...	...	...	...	...	...	...
...	...	...	2,485,9	Bengal & North-Western & Tirhoot . .	520,0	360,0	160,0	527,5	380,0	147,5	538,4	395,4	143,0
436,0	267,6	168,4	8,660,6	Indian Midland . .	440,0	280,0	160,0	452,5	280,0	172,5	444,4	292,1	152,3
477,3	310,8	166,5	9,486,1	Southern Mahratta .	490,0	324,6	165,4	460,0	302,1	157,9	463,1	304,6	158,5
726,0	497,7	228,3	7,221,0	South Indian . .	807,2	540,0	267,2	790,0	497,5	292,5	797,6	507,0	290,6
446,0	279,1	166,9	6,987,4	Other Railways .	550,7	352,4	198,3	516,4	368,8	147,6	539,1	369,7	169,4
14,324,1	6,414,6	7,909,5	153,474,6	TOTAL .	14,604,4	7,178,6	7,425,8	14,748,0	7,010,3	7,737,7	14,810,5	7,197,3	7,613,2
				Surplus Profits—									
...	302,4	—302,4	...	East Indian . .	...	214,5	—214,5	...	251,5	—251,5	...	248,4	—248,4
...	117,3	—117,3	...	Rajputana-Malwa .	...	70,9	—70,9	...	131,6	—131,6	...	100,7	—100,7
...	10,6	—10,6	...	Bengal Central . .	...	6,7	—6,7	...	6,8	—6,8	...	7,8	—7,8
...	...	...	...	Lucknow-Bareilly .	...	...	...	...	1,2	—1,2	...	1,2	—1,2
...	40,2	—40,2	...	Southern Mahratta .	...	40,4	—40,4	...	35,9	—35,9	...	19,1	—19,1
...	11,4	—11,4	...	Mysore . . .	...	11,5	—11,5	...	11,6	—11,6	...	4,8	—4,8
...	481,9	—481,9	...	TOTAL SURPLUS PROFITS . .	...	344,0	—344,0	...	438,6	—438,6	...	382,0	—382,0
14,324,1	6,896,5	7,427,6	153,474,6	TOTAL IMPERIAL .	14,604,4	7,522,6	7,081,8	14,748,0	7,448,9	7,299,1	14,810,5	7,579,3	7,231,2
				PROVINCIAL.									
406,0	228,1	177,9	5,258,2	Burma . . .	600,0	340,0	260,0	695,0	340,0	355,0	687,7	351,9	326,8
1,105,9	626,3	479,0	...	Eastern Bengal .	320,0	...	320,0	321,2	...	321,2	310,7	...	310,7
488,9	415,5	73,4	...	Bengal & North-Western & Tirhoot . .	...	...	...	...	...	...	...	...	...
87,1	48,1	39,0	319,8	Other Railways . .	19,5	16,2	3,3	15,2	13,5	1,7	14,9	13,7	1,2
2,087,9	1,318,0	769,9	5,578,0	TOTAL PROVINCIAL .	939,5	356,2	583,3	1,031,4	353,5	677,9	1,004,3	365,6	638,7
16,412,0	8,214,5	8,197,5	159,052,6	GRAND TOTAL .	15,543,9	7,878,8	7,665,1	15,779,4	7,802,4	7,977,0	15,814,8	7,944,9	7,869,9

East Indian Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
1,543,2	Coaching	1,510,0	1,532,2	1,547,4
3,331,9	Goods	3,050,0	3,287,6	3,286,7
182,5	Miscellaneous and Suspense	90,3	70,5	54,8
4,957,6	TOTAL .	4,650,3	4,890,3	4,888,9

246. Compared with the actuals of the previous year the receipts during 1892-93 show a decrease of 68,7, which occurred chiefly in goods traffic, and is accounted for by the fact that in 1891-92 there was a large adjustment on account of arrear coal charges to the extent of nearly 60,0. Allowing for this the goods traffic really shows an increase during the year, being attributed mainly to an abnormally large traffic in grain and rice during the first two months of the official year. The total receipts are better than the Budget Estimate by 238,6, the Estimate having been placed low as it was not expected that the receipts would in any way approach those for 1891-92, which were the best on record. The actuals also include the earnings for 9 months of the Patna-Gya State Railway, which was incorporated with the undertaking from 1st July 1892.

SECTION H.—RAILWAYS—RECEIPTS—*continued.*

Eastern Bengal Railway.
(Including Provincial Share).

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
413,3	Coaching	400,0	405,5	405,4
638,3	Goods	685,0	680,5	678,0
94 8	Miscellaneous and Suspense	95,0	94,0	99,6
1,146,4	TOTAL .	1,180,0	1,180,0	1,183,0

247. The increase of 36,6, as compared with the actuals of the previous year, is due chiefly to an increase in jute traffic. The variations between the Actuals and Estimates are trifling.

Rajputana-Malwa Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
652,8	Coaching	605,0	610,0	612,5
1,526,2	Goods	1,296,2	1,574,0	1,586,5
26,1	Miscellaneous and Suspense . . .	25,0	56,0	48,6
2,205,1	TOTAL .	1,926,2	2,240,0	2,247,6

248. The improvement of 42,5 over the actuals of the previous year is due to the traffic in grains (except wheat) and seeds having continued brisk throughout the year, and to the adjustment of a long pending claim against the Indian Midland Railway for their proportion of interest charges on joint works and station expenses at Agra. The receipts from wheat traffic showed a falling off of 133,8 compared with the previous year. The falling off in passenger traffic is explained by the fact that in 1891-92 the pilgrim traffic to and from Hardwar, Muttra, and Soron was abnormal. The increase of 321,4 over the Budget Estimate is attributed to the exceptionally heavy traffic which prevailed throughout the year, and to the special adjustment with the Indian Midland Railway referred to above.

North-Western Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
1,033,4	Coaching	940,0	915,0	920,9
2,226,4	Goods	1,894,5	1,619,0	1,619,9
49,2	Miscellaneous and Suspense . . .	45,5	26,0	29,1
3,309,0	TOTAL .	2,880,0	2,560,0	2,569,9

249. Compared with the actuals of the previous year the receipts show a falling off of 739,1, of which about 520,0 occurred in the receipts from wheat traffic, which was abnormally high in the previous year. The traffic in other goods and the passenger traffic was also abnormal in that year owing to the fairs at Hardwar, and to the movement of troops in connection with frontier expeditions. Heavy breaches on the line during the monsoon of 1892-93 also seriously interrupted the flow of traffic, and the grain exports were much lower than usual owing to unfavourable crops and a dull market. The Budget provided for a falling off of 429,0 compared with the receipts of the previous year, but the actuals fell further short by 310,1, owing partly to the causes just mentioned, and partly to large outstandings at the close of the year, caused by heavy freight charges for the Commissariat Department realised after the close of the year.

Oudh and Rohilkhand Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised	Accounts.
402,7	Coaching	361,0	366,3	368,1
431 0	Goods	435,0	441,1	442 6
45,6	Miscellaneous and Suspense	34,0	37,6	35,2
879,3	TOTAL .	830,0	845,0	845,9

250. The receipts during 1892-93 fell short of those of the previous year by 33,4. In 1891-92 the earnings from passenger traffic were abnormally high, owing to fairs held at Hardwar, and a considerable decrease was allowed for in the Budget, but the actuals proved a little more favourable than was anticipated.

Section H.—RAILWAYS—RECEIPTS—*continued.*

Bengal-Nagpur Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
113,8	Coaching	115,0	113,6	113,8
481,8	Goods	495,0	447,7	449,4
41,7	Miscellaneous and Suspense	40,0	46,2	40,1
637,3	Total	650,0	607,5	603,3

251. The decrease compared with the actuals of the previous year and the Budget Estimate occurred almost wholly in goods traffic, and is attributed to the failure of the wheat crop. In the previous year there was an abnormally large traffic in wheat and rice which were exported to meet the scarcity in Europe and the famine-stricken districts in this country.

Bengal, North-Western and Tirhoot Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
200,7	Coaching	200,0	200,0	204,9
224,2	Goods	253,8	266,0	272,1
64,0	Miscellaneous and Suspense	66,2	61,5	61,4
488,9	Total	520,0	527,5	538,4

252. The transactions of this Railway used to be classed as Provincial before, but they have been made Imperial from 1892-93. The improvement over the actuals of the previous year and the Budget Estimate is due to a larger grain traffic, the harvest having been better than was anticipated.

Indian Midland Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
174,2	Coaching	196,5	200,0	198,8
237,1	Goods	280,0	289,6	282,6
24,7	Miscellaneous and Suspense	—36,5	—37,1	—37,0
436,0	Total	440,0	452,5	444,4

253. The improvement is due to Hindu pilgrimages and the development of ordinary passenger traffic, and to a large traffic in wheat in the early part of the year, and in cotton piece-goods, food-grains, and other staples in the latter part of the year. The actuals differ but slightly from the Budget, which allowed for some development of the receipts.

Southern Mahratta Railway.

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
201,6	Coaching	212,7	198,0	201,7
251,7	Goods	264,7	258,3	263,0
24,0	Miscellaneous and Suspense	12,6	3,7	—1,6
477,3	Total	490,0	460,0	463,1

254. The earnings were slightly more than those of the previous year, but the receipts actually brought to account were less owing to large balances having remained unrealized at the end of the year in consequence of the comparatively brisk traffic that prevailed during February and March with foreign railways.

Section H.—RAILWAYS—RECEIPTS—*continued.*

South Indian Railway.

1891-92: Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
378,3	Coaching	440,0	420,0	421,1
323,0	Goods	360,0	346,6	353,4
24,7	Miscellaneous and Suspense	7,2	23,4	23,1
726,0	Total	807,2	790,0	797,6

255. The increase is due to ordinary development of traffic and to the opening of small additional sections during the year. The Budget was pitched too high owing to anticipation of more additional mileage than was actually opened.

Other Railways, Imperial.

1891-92. Accounts.	Budget.	1892-93 Revised.	Accounts.
446,0	550,7	516,4	522,6*

* Excludes Imperial share of the Earnings of the Burma State Railway.

256. Compared with the actuals of the previous year, there was an increase of 76,6. The Imperialisation of the Lucknow-Bareilly Railway, which was Provincial before, accounts for an increase of 69,5. There was also an increase of 16,8 on the Mysore Railway due to a steady development of traffic, of 9,5 on the Mu Valley Railway owing to the line having been opened for only a part of the previous year, and of 8,5 on the Umaria Colliery due to a larger output of coal. On the other hand, there was a falling off of 32,2 in consequence of the amalgamation of the Patna-Gya State Railway with the East Indian Railway at the end of the first quarter of the year. No allowance was made for this in the Budget, and there was a deficiency of 26,4 in consequence. The Budget also provided 15,0 on account of the Bezvada-Godavery Section of the East Coast Railway, but it was not opened during the year. The other important variations from the Budget are an improvement of 14,2 in the earnings of the Mysore Railway, due to a steady development of traffic as mentioned above and of 9,5 on the Lucknow-Bareilly Railway, due to expansion of traffic and to the opening of the Dudwa Branch and to a general expansion of traffic.

State Railways, Provincial.

Burma State Railway (including Tounghoo-Mandalay Line).

1891-92. Accounts.	Earnings—	Budget.	1892-93. Revised.	Accounts.
616,0	Coaching	353,8	385,0	405,6
	Goods	266,2	320,0	283,2
	Miscellaneous and Suspense	—20,0	—10,0	6,4
	Total	600,0	695,0	695,2†

† Includes Imperial share of the Earnings of the Burma State Railway.

257. The Tounghoo-Mandalay Railway was provincialised from 1st April 1892 and amalgamated with the Burma Railway. The improvement over the actuals of the previous year and the Budget Estimate was due to a development of traffic generally and to an exceptionally good passenger traffic.

Other Railways.

1891-92. Accounts.	Budget.	1892-93. Revised.	Accounts.
87,1	19,5	15,2	14,9

258. The decrease compared with the actuals of the previous year was due chiefly to the Imperialisation of the Lucknow-Bareilly, Amritsar-Pathankot and the Nalhati Railways. The falling off compared with the Budget was due chiefly to the Hyderabad-Umarkot Railway not having been opened for traffic as early as was expected.

XXVII.—Guaranteed Companies—Net Traffic Receipts.

Accounts, 1891-92.			Guaranteed interest, 1892-93.	Guaranteed Railway Companies.	Budget, 1892-93.			Revised, 1892-93.			Accounts, 1892-93.			Percentage of charges on receipts.
Gross Receipts.	Working Expenses.	Net.			Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses	Net.	Gross Receipts.	Working Expenses.	Net.	
1,422,3	600,0	822,3	667,4	Bombay, Baroda and Central India	1,345,0	565,0	780,0	1,425,0	580,0	845,0	1,435,2	579,4	855,8	40·4
4,477,3	2,204,4	2,272,9	1,918,2	Great Indian Peninsula	4,020,0	1,960,0	2,060,0	3,960,0	1,980,0	1,980,0	3,887,5	1,951,2	1,936,3	50·2
946,8	548,9	397,9	853,1	Madras	960,0	540,0	420,0	975,0	540,0	435,0	979,2	526,9	452,3	53·8
6,846,4	3,353,3	3,493,1	3,438,7	Total	6,325,0	3,065,0	3,260,0	6,360,0	3,100,0	3,260,0	6,301,9	3,057,5	3,244,4	48·5

Section H.—RAILWAYS—RECEIPTS—*continued.*

Gross Receipts.

259. The decrease, as compared with the actuals of the previous year, occurred entirely on the Great Indian Peninsula Railway. The traffic on this line during 1891-92 was exceptionally good, and there was a considerable decline in the traffic in wheat in the year under review. The failure of the linseed crops in the Central Provinces and the smaller movement of food-grains to Southern India also account for a part of the falling off. On the Bombay, Baroda and Central India Railway the traffic in cotton and oil-seeds and in coal and Railway materials showed an improvement, but this was partly counterbalanced by a falling off in wheat traffic. On the Madras Railway the traffic recovered to some extent during the year and reached the normal condition; the earnings during 1891-92 were low, owing to the prevalence of scarcity in that part of the country. The decrease, as compared with the Revised Estimate, is on the Great Indian Peninsula Railway, and is due chiefly to the difficulty of making a reliable forecast of suspense transactions.

Working Expenses.

260. The decrease, as compared with the actuals of the previous year, is principally on the Great Indian Peninsula Railway in consequence of the smaller traffic worked. The expenses of the year were, however, relatively higher than in 1891-92, owing to the construction of new crossing stations and of extensions at Wari Bunder and Poona having been rendered necessary, and to a larger staff having been employed to obviate overpressure such as occurred in the previous year. The working expenses were lower on the Bombay, Baroda and Central India Railway, owing to there having been less renewals of permanent-way and smaller expenditure on repairs of flood damages; and on the Madras Railway, owing to less outlay on renewals of locomotives and smaller expenditure on fuel and repairs of vehicles.

261. Compared with the Revised Estimate the actuals show a decrease of 42,5 which occurred chiefly on the Great Indian Peninsula and the Madras Railways. The decrease on the former was due chiefly to the provision for the renewals of engines not having been utilised to the extent anticipated owing to the non-arrival of the engines from England. Decreased mileage and the issue of coal at lower rates also contributed to the decrease to a certain extent. The decrease on the Madras Railway is the result of an over-estimate of the requirements for maintenance of way, repairs of bridges, fuel and repairs of engines.

XXVIII.—Subsidised Companies (Repayment of Advances of interest).

1891-92. Accounts.		1892-93. Budget.	Revised.	Accounts.
	INDIA—			
31,6	Mysore Railway	27,5	23,5	17,9
	ENGLAND—			
1,0	Rohilkhand-Kumaon Railway	9	8	...
4	EXCHANGE	4	5	...
33,0	TOTAL	28,8	24,8	17,9

262. The credit under India represents the amount recoverable from the Mysore Durbar in settlement of the net charge for interest paid to the Southern Mahratta Railway Company in connection with the Mysore Railway. The receipts, working expenses and interest charges of the Mysore Railway are recorded in the accounts under their respective railway heads, and the net charge for interest only (*i.e.* interest on Capital expended *minus* net receipts) which is recoverable from the Mysore Durbar, is credited under this head. The settlement with the Mysore Durbar is effected outside the Railway accounts. The details of the amounts recoverable are given below :—

1891-92. Accounts.		1892-93. Budget.	Revised.	Accounts.
	INDIA—			
	MYSORE RAILWAY—			
68,8	Interest on Capital	63,5	76,8	76,9
5,8	*Less*—Charge for interest borne by Government for the unexpended balance of the Capital retained in its hands		6,8	6,6
63,0		63,5	70,0	70,3
31,4	Net receipts	36,0	46,5	52,4
31,6	Net charge for interest recoverable from Mysore Durbar	27,5	23,5	17,9

263. The estimates provided for credits under England, representing the Government share of surplus profits of the Rohilkhand-Kumaon Railway for the year 1891, to be taken in reduction of the Company's debt for advances of interest. No payment was, however, made within the year, owing to questions having been raised as to the amount of the Government share.

Section H.—RAILWAYS—EXPENSES.

1891-92. Accounts.		1892-93. Budget.	Revised.	Accounts.
20,253,9	EXPENDITURE	20,407,2	20,775,0	20,924,1

264. These figures comprise the expenditure under the following heads :—

1891-92. Accounts.		1892-93. Budget.	Revised.	Accounts.
	STATE RAILWAYS—			
8,214,5	Working Expenses	7,878,8	7,802,4	7,944,9
4,428,0	Interest on debt	4,667,0	4,775,4	4,779,1
2,428,8	Annuities	2,544,9	2,714,6	2,717,4
1,004,6	Interest on Capital Deposits	1,025,6	1,085,2	1,086,1
226,5	Interest on Advances	329,7	328,3	328,5
	GUARANTEED COMPANIES—			
756,9	Surplus Profits, etc.	600,0	612,0	611,3
3,069,4	Interest	3,256,3	3,435,3	3,438,7
	SUBSIDISED COMPANIES—			
32,2	Land, etc.	41,7	29,1	27,1
9	Advances of Interest	3,2	2,8	1,9
92,1	MISCELLANEOUS RAILWAY EXPENDITURE	60,0	—10,1	—10,9
20,253,9		20,407,2	20,775,0	20,924,1

265. The actuals exceeded those of the previous year and the Budget Estimate by 670,2 and 516,9, respectively. The charges on account of exchange were higher by 988,4 and 572,4, chiefly on account of the fall in the rate of exchange. Excluding exchange the total charges would be smaller than those of the previous year, and the Budget Estimate by 318,2 and 55,5, respectively.

266. The decrease, compared with the actuals of the previous year, occurred chiefly in the working expenses of State Railways, owing to the generally smaller traffic worked during the year, to smaller renewals of permanent-way and repairs of rolling-stock on many of the lines, and to smaller payments of surplus profits to the East Indian Railway and on account of the Rajputana-Malwa Railway to the Bombay, Baroda and Central India Railway. The surplus profits of Guaranteed Railways were also smaller, and there was a special recovery of 89,1 from the Assam-Bengal Railway on account of the past outlay incurred by Government on surveys connected with the line. These decreases were to some extent counterbalanced by an increase of 176,0 in the interest charges, resulting chiefly from the progress of construction of State Railways. The saving on the Budget was due chiefly to the special recovery from the Assam-Bengal Railway just mentioned, and to no charges having been incurred on account of interest on overdrawn capital of the Great Indian Peninsula and Bombay, Baroda and Central India Railways, partly counterbalanced by an increase in working expenses of State Railways, due chiefly to the surplus profits referred to above having exceeded the Budget, which counted on a larger fall than actually took place, and to a special adjustment in the accounts of the Eastern Bengal Railway on account of depreciation of the Bengal Central Railway rolling-stock. The excess over the Revised Estimate occurred chiefly in working expenses, the estimate for which was framed too low, especially in the case of the North-Western Railway, and under which there was also larger expenditure at the close of the year in consequence of a revival of traffic on some of the railways.

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Section H.—RAILWAYS—EXPENSES—*continued.*

38.—State Railways—Working Expenses.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
8,214,5	EXPENDITURE	7,878,8	7,802,4	7,944,9

267. The particulars of these charges by individual railways are given on page 84. The decrease compared with the actuals of 1891-92 is due to the smaller traffic worked, and to less renewals of permanent-way and repairs of rolling-stock. The excess over the Budget Estimate is due to larger payments on account of surplus profits to the East Indian Railway Company and to the Bombay, Baroda and Central India Railway Company for working the Rajputana-Malwa Railway in consequence of an increase in the earnings of the railways. The excess over the Revised Estimate is due to an anticipated lapse on the estimate for the North-Western Railway not having been realised, and to larger expenditure at the close of the year in consequence of the revival of traffic on some of the lines.

1891-92. Accounts.	East Indian Railway.	Budget.	1892-93. Revised.	Accounts.
	Working Expenses—			
355,6	Maintenance	335:5	322,3	327,1
388,9	Locomotive	358,0	406,4	408,7
112,2	Carriage and Wagon	132,4	124,7	120,9
276,6	Traffic	270,4	270,9	276,5
207,3	General, Miscellaneous and Suspense	205,7	224,2	225,5
1,340,6	Total Working Expenses	1,302,0	1,348,5	1,358,7
302,4	⅙ Surplus profits paid to the Company and contribution to Provident Fund of one per cent. on net earnings	214,5	251,5	248,4
1,643,0	Total East Indian Railway	1,516,5	1,600,0	1,607,1

268. Compared with the actuals of 1891-92 the result shows a decrease of 35,9, due chiefly to smaller payments to the Company on account of its share of surplus profits and contribution to Provident Fund, and to smaller expenditure under "Maintenance." The reduction in the payment on account of surplus profits is due to the fall in the rate of exchange having reduced the net profits, and the smaller contribution to the Provident Fund is accounted for by a special bonus of an extra 10,0 having been given in 1891-92. Under "Maintenance" the decrease is due to smaller renewals of permanent-way and to smaller charges for carriage of revenue stores. The excess under Locomotive resulted from an increase in the rate for carriage of revenue stores, and that under Miscellaneous from larger payments for hire of vehicles, and mileage and demurrage of foreign stock. The increase of 90,6 over the Budget Estimate is due partly to the causes just mentioned, and partly to larger payments on account of the Company's share of surplus profits and contribution to the Provident Fund, owing to increased earnings, to the incorporation of the working expenses of the Patna-Gya line from the 1st July 1892, and to increased running charges attendant on increased earnings.

Eastern Bengal Railway.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Working Expenses—			
187,0	Maintenance	129,5	116,4	122,6
114,8	Locomotive	113,0	120,6	122,8
38,3	Carriage and Wagon	42,5	50,7	47,6
118,1	Traffic	120,0	112,0	118,2
168,1	General, Miscellaneous and Suspense	135,0	137,8	150,4
626,3	Total Eastern Bengal Railway	540,0	537,5	561,6

269. The decrease of 64,7, as compared with the actuals of the previous year, is due to the heavy outlay incurred during that year on renewals of permanent-way, on compensation claims paid for goods lost and damaged, and on arrear freight charges on coal paid to the East Indian Railway. The increase of 21,6 and 24,1 over the Budget and Revised Estimates, respectively, is mainly due to a special adjustment on account of depreciation of the Bengal Central Railway rolling-stock, provision for which was not made in the estimates.

Section H.—RAILWAYS—EXPENSES—*continued.*

Rajputana-Malwa Railway.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Working Expenses—			
177,5	Maintenance	170,0	161,0	162,0
421,0	Locomotive	376,0	420,0	407,6
101,5	Carriage and Wagon	109,4	87,6	77,2
138,4	Traffic	140,0	141,5	145,6
132,2	General, Miscellaneous and Suspense	129,2	123,3	125,6
970,6	Total Working Expenses	924,6	933,4	918,0
117,3	Share of surplus profits paid to the Bombay, Baroda and Central India Railway Company	70,9	131,6	100,7
1,087,9	Total Rajputana-Malwa Railway	995,5	1,065,0	1,018,7

270. The decrease of 69,2, as compared with the actuals of the previous year, is due to a saving in fuel and running expenses on account of smaller train-mileage run; to a large return of materials into stock and to less re-laying of permanent-way having been executed; to less outlay on wheel and axle-changing operations, and to the payment of the Company's share of surplus profits for the second-half of 1892 having been made after the close of the official year. The excess of 23,2 over the Budget Estimate is attributed chiefly to the larger payment on account of the Company's share of surplus profits, due to the net results of working having proved better than was expected, and to the replacement of three engines and to extensive repairs carried out during the year. The saving of 46,3 on the Revised Estimate is due to less train-mileage run, to fewer repairs and renewals of vehicles, and to the Company's share of surplus profits for the second half of 1892 having been paid after the close of the official year.

North-Western Railway.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Working Expenses—			
634,6	Maintenance	714,5	517,6	627,5
705,2	Locomotive	553,5	576,4	622,7
214,5	Carriage and Wagon	182,4	171,5	163,9
242,5	Traffic	256,0	244,5	244,6
156,7	General, Miscellaneous and Suspense	173,6	160,0	153,1
1,953,5	Total North-Western Railway	1,880,0	1,670,0	1,811,8

271. Compared with the actuals of the previous year there was a decrease of 141,7, due to a general curtailment of expenditure in consequence of the smaller traffic offered, to less consumption of fuel, and to smaller running expenses. The saving of 68,2 on the Budget Estimate is attributed to the late arrival of permanent-way materials and girders from England and to a reduction in expenditure owing to the decline in traffic. The Revised Estimate was framed unduly low.

Oudh and Rohilkhand Railway.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Working Expenses—			
98,8	Maintenance	92,5	120,6	116,5
124,9	Locomotive	107,0	106,3	103,2
31,3	Carriage and Wagon	32,0	34,6	34,5
67,3	Traffic	68,2	66,5	65,0
59,2	General, Miscellaneous and Suspense	50,3	47,0	49,5
381,5	Total Oudh and Rohilkhand Railway	350,0	375,0	368,7

272. The expenditure was less than that of the previous year by 12,8, the decrease being due generally to the smaller traffic worked. The decrease would have been much greater, but for the increase under "Maintenance," which is due to heavy expenditure on renewals of permanent-way and to the high cost of material consequent on the fall in the rate of exchange, sufficient provision for which was not made in the Budget Estimate. The saving of 6,3 on the Revised Estimate is due chiefly to short receipt of stores from England, and to less expenditure on coal, less payments for joint station expenses, and to the sale of scrap material towards the close of the year.

Other State Railways—Imperial.

273. The following are the figures for the other Imperial Railways shown on page 84 :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
303,0	Bengal-Nagpur	325,0	317,5	309,7
267,6	Indian Midland	280,0	285,0	292,1
110,2	Tounghoo-Mandalay	...	...	...
...	Bengal, North-Western and Tirhoot	360,0	380,0	395,4
310,8	Southern Mahratta	324,6	302,1	304,6
497,7	South Indian	540,0	497,5	507,0
279,1	Other Railways	352,4	368,8	369,7

274. On the **Bengal-Nagpur Railway** the working expenses were really less than those of the previous year, but owing to considerable reductions having been made in outstanding liabilities the expenditure brought to account exceeded that of the previous year by 6,7. The saving on the Budget was due to the larger traffic anticipated not having been realised. The Budget also provided for an additional and faster train service, but this was not introduced during the year. The increase on the **Indian Midland Railway** over the actuals of the previous year is due mainly to a provisional payment of 28,8 to the Bombay, Baroda and Central India Railway Company for a share of the joint accommodation at Agra during the period from 1st March 1889 to 31st December 1892. The excess over the Budget and Revised Estimates is due to the share of working expenses chargeable to the Bhopal State Railway having been over-estimated. The amalgamation of the **Tounghoo-Mandalay** with the Burma Railway under Provincial from 1st April 1892 accounts for the absence of any charges against it in 1892-93. The **Bengal, North-Western and Tirhoot Railway** was imperialised from the 1st April 1892. The expenditure shows a decrease of 20,1 compared with the previous year. The working expenses were more by 23,8, due to increased traffic, additional renewals of permanent-way and locomotives, and adjustment of arrear freight charges for coal, and to the payment of a bonus of 50 per cent. to the Provident Fund, with effect from the 1st July 1890; but the payments to the Company on account of its share of net earnings were less by 46,2 owing to payment for three half-years having been made in the previous year. The excess over the Budget Estimate is due to short provision for the Company's share of net earnings and to no provision having been made in the estimate for the special contribution to the Provident Fund. On the **Southern Mahratta** there was a saving compared with both the actuals of the previous year and the Budget Estimate, due to less ballasting and carriage of revenue stores, to saving in printing, to a larger share of expenditure having fallen on the Mysore Railway owing to the enhanced earnings of that line, to a proportion of the charges having been charged to the open sections of the Bangalore-Guntakal Railway, and to the payment of $\frac{9}{16}$ of the Company's share of net earnings for the second half of 1892 having been made after the close of the official year. The decrease on the **South Indian Railway** is attributable to over-estimates for maintenance of way and fuel, and to a smaller average length of line having been opened than was anticipated.

275. As regards other railways the actuals exceeded those of the previous year by 90,6, of which 41,6 is accounted for by the imperialisation of the Lucknow-Bareilly, which was a provincial undertaking up to the end of 1891-92. The remainder of the increase occurred chiefly on the Warora and Umaria collieries and the Mu Valley Railway. The increase on the Warora colliery is due chiefly to an increase in the Sinking Fund charges in consequence of the adoption from 1st April 1892 of an enhanced rate for these charges, and to depreciation charges on railway stores transferred during the year having been debited to the colliery. A larger output of coal augmented the charges of the Umaria colliery, while the increase on the Mu Valley Railway is accounted for by an increased traffic and the larger length of line worked during the year. The excess over the Budget occurred chiefly on the Warora colliery in consequence of the enhanced Sinking Fund charges mentioned above, and on the Mu Valley Railway in consequence of the division of the expenses between this line and the Burma Railway on a more accurate basis than that on which the Budget Estimate was framed.

Other State Railways—Provincial.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
338,3	Burma (including Tounghoo-Mandalay which was Imperial in 1891-92)	340,0	340,0	351,9
415,5	Bengal, North-Western and Tirhoot	...	...	...
626,3	Eastern Bengal (Provincial Share)	...	...	...
33,1	Lucknow-Bareilly	...	...	...
15,0	Other Railways	16,2	13,5	13,7
1,428,2	TOTAL	356,2	353,5	365,6
110,2	*Deduct*—Tounghoo-Mandalay Railway for 1891-92	...	...	...
1,318,0	TOTAL PROVINCIAL	356,2	353,5	365,6

276. The increase on the Burma Railway is due mainly to the heavier traffic worked, and to larger expenditure on repairs and on printing and stationery. The Bengal, North-Western and Tirhoot Railway, the Eastern Bengal Railway, and the Lucknow-Bareilly Railway have been classed under Imperial from the 1st April 1892.

Section H.—RAILWAYS—EXPENSES—*continued.*

38.—State Railways.

Interest on Debt.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
2,985,0	INTEREST ON CAPITAL FOUND BY GOVERNMENT	3,140,5	3,147,8	3,149,9
	INTEREST ON OTHER CAPITAL—			
	East Indian Railway—			
64,6	Debenture Stock	64,6	64,6	64,6
	Stock issued in Redemption of Annuity and Debenture Stock—			
2	Rupee Debt	4	4	2
250,6	Sterling Stock	248,8	248,8	248,8
	Eastern Bengal Railway—			
14,0	Debenture Stock	13,9	13,9	13,9
20,6	Stock issued in Redemption of Annuity and Debenture Stock	20,5	20,5	20,5
	Sind, Punjab and Delhi Railway—			
166,6	Stock issued in Redemption of Annuity	165,5	165,5	165,5
	Oudh and Rohilkand Railway—			
103,8	Debentures and Debenture Stock	76,3	76,3	76,3
233,5	Stock issued for purchase of Railway and in Redemption of Debentures and Debenture Stock	275,9	275,6	275,6
	South Indian Railway—			
54,3	Debentures and Debenture Stock	50,2	50,1	50,2
98,0	Stock issued for purchase of Railway and in Redemption of Debentures	101,7	101,7	101,7
3,991,2	TOTAL INTEREST ON CAPITAL	4,158,3	4,165,2	4,167,2
436,8	EXCHANGE	508,7	610,2	611,9
4,428,0	TOTAL INTEREST ON DEBT	4,667,0	4,775,4	4,779,1

277. There was a considerable increase over both the Budget Estimate and the Actuals of the previous year in the charges for exchange owing to a fall in the rate. Omitting exchange the charges approximated closely to the Budget Estimate, but as usual exceeded those of the previous year by 176,0, as the charges for interest on capital found by Government are increasing year by year with the progress of construction.

Interest on Capital.

278. The following statement shows how the interest charged in the accounts of 1892-93 has been computed :—

	E. I. Ry.	E. B. Ry. System.	Other State Railways.	TOTAL.
CAPITAL EXPENDITURE ON WHICH INTEREST IS CHARGEABLE—				
Capital Expenditure at end of 1891-92	2,669,3	6,827,2	62,373,7	71,870,2
Capital Expenditure during 1892-93	367,1	135,1	4,276,9	4,779,1
Capital Account at end of 1892-93	3,036,4	6,962,3	66,650,6	76,649,3
Debentures discharged	3,546,7	815,6	...	4,362,3
INTEREST.				
Interest on Capital Account at beginning of the year	106,8	273,1	2,495,0	2,874,9
Interest on Debentures, etc., discharged	141,9	32,6	...	174,5
Half a year's interest on Capital spent during the year	7,3	2,7	85,5	95,5
TOTAL	256,0	308,4	2,580,5	3,144,9
Add—½ per cent. on the Holkar Loan of a crore, which bears 4½ per cent. interest	...	...	5,0	5,0
TOTAL INTEREST CHARGED, 1892-93	256,0	308,4	2,585,5	3,149,9
" " " 1891-92	231,3	301,3	2,452,4	2,985,0

Annuities in Purchase of Guaranteed Railways (including Sinking Funds).

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	ENGLAND—			
1,167,1	East Indian Railway	1,169,1	1,169,1	1,169,2
121,1	Eastern Bengal Railway	121,2	121,2	121,2
405,2	Sind, Punjab and Delhi Railway	406,3	406,3	406,3
1,693,4	TOTAL ENGLAND	1,696,6	1,696,6	1,696,7
735,4	EXCHANGE	848,3	1,018,0	1,020,7
2,428,8	GRAND TOTAL	2,544,9	2,714,6	2,717,4

279. The sterling payments agreed closely with both the Budget Estimates and the Actuals of the previous year, but the charge for exchange was considerably higher owing to the fall in the rate of exchange.

Section H.—RAILWAYS—EXPENSES—*continued.*

Interest chargeable against Companies on advances.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	ENGLAND—			
16,2	Bengal Central Railway	16,3	16,3	16,2
78,0	Bengal-Nagpur Railway	81,3	81,3	81,3
37,3	Indian Midland Railway	41,4	41,4	41,4
26,4	Southern Mahratta Railway	80,8	66,2	66,2
157,9		219,8	205,2	205,1
68,6	EXCHANGE	109,9	123,1	123,4
226,5	TOTAL	329,7	328,3	328,5

280. As explained in previous reports the Capital required by the above Companies have from 1889-90 been advanced by the Secretary of State from funds raised under the provisions of the Oudh and Rohilkhand Railway Purchase Act, and the interest chargeable against the Companies on the advances is shown under this head.

281. The increase in the sterling payments over the actuals of the previous year is due to further advances having been made to the Companies by the Secretary of State. The decrease, as compared with the Budget Estimate, is due to provision having been made in the Budget Estimate for advances expected to be made to the Southern Mahratta Railway Company for the redemption of the debentures referred to under "Interest on Capital deposited by Companies;" the debentures were, however, renewed.

Interest on Capital deposited by Companies.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	INTEREST ON OVERDRAWN CAPITAL—			
	INDIA—			
3,5	Lucknow-Bareilly Railway	4,6	3,6	3,2
	INTEREST ON SUBSCRIBED CAPITAL—			
	INDIA—			
19,4	Bengal-Nagpur Railway	19,4	19,4	19,4
3,9	Lucknow-Bareilly Railway	7,2	7,5	7,5
	ENGLAND—			
...	Assam-Bengal Railway	39,4	26,0	26,1
17,5	Bengal Central Railway	17,5	17,5	17,5
171,2	Bengal-Nagpur Railway	171,2	171,2	171,2
212,0	Indian Midland Railway	212,0	212,0	212,0
251,0	Southern Mahratta Railway	192,8	202,5	202,5
30,0	South Indian Railway	30,0	30,0	30,0
708,5		694,1	689,7	689,4
296,1	EXCHANGE	331,5	395,5	396,7
1,004,6	TOTAL	1,025,6	1,085,2	1,086,1

282. Excluding exchange the important differences between the actuals and those of the previous year are (1) a decrease of 48,5 against the Southern Mahratta Railway, owing to debentures having been paid off by advances made by the Secretary of State which have enhanced the interest charges under the preceding head; (2) an increase of 26,1 against the Assam-Bengal Railway, representing interest at 3½ per cent. on the Company's paid up capital during the year.

283. The differences between the Actuals and the Budget Estimate are (1) an increase of 9,7 against the Southern Mahratta Railway, due to the fact that when the Budget Estimate was framed it was thought probable that £600,000 debentures falling due on 1st April 1892 would be discharged—they were, however, renewed; and (2) a decrease of 13,3 under the Assam-Bengal Railway, due to capital not having been paid up to the extent that was anticipated.

Section H.—RAILWAYS—EXPENSES—*concluded.*

39.—Guaranteed Companies—Surplus Profits, Land and Supervision.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	MOIETY OF SURPLUS PROFITS—			
187,3	Bombay, Baroda and Central India Railway	169,0	186,5	186,7
535,7	Great Indian Peninsula Railway	381,5	395,6	395,2
14,6	South Indian	...	...	...
737,6	TOTAL	550,5	582,1	581,9
	LAND AND SUPERVISION—			
14,8	India—Share of Office of Director General of Railways	14,2	15,4	15,6
10,7	Central Provinces	11,1	11,1	11,0
...	Assam	...	2,2	2,1
10,8	Bengal	11,7	10,7	10,9
10,4	North-Western Provinces and Oudh	11,9	12,5	12,5
13,7	Madras	15,7	14,5	13,4
21,3	Bombay	41,0	23,5	23,4
...	Reserve	6,0	...	...
81,7		111,6	89,9	88,9
62,4	*Deduct*—Amount recoverable from Companies on account of Government Supervision	*62,1*	*60,0*	*59,5*
19,3	TOTAL LAND AND SUPERVISION	49,5	29,9	29,4
756,9	GRAND TOTAL	600,0	612,0	611,3

Surplus Profits.

284. The decrease of 155,7, as compared with the actuals of the previous year, is due principally to the goods traffic on the Great Indian Peninsula Railway not having been so high as in 1891-92 for reasons already explained. The removal of the South Indian Railway from the category of guaranteed railways, owing to the line having been purchased by the State, has also contributed to the decrease to a certain extent, as the transactions are now shown under State railways. The increase of 31,4 over the Budget Estimate is due to the Companies' share of surplus profits having been more than was anticipated owing to an improvement in traffic.

Land and Supervision.

285. The increase over the actuals of the previous year is due to the cost of the Technical Section of the Government of India, Public Works Department Secretariat, and of the newly established offices of Consulting Engineer and Government Examiner of Accounts, Assam-Bengal Railway, and to promotions in the superior staff of the Consulting Engineers' Department. The saving on the Budget Estimate is due to the fact that no decision was arrived at during the year regarding the proposed additional land for the extension of the Great Indian Peninsula Railway goods yard at Wari Bander.

286. The decrease, compared with the Actuals of the previous year and with the Budget Estimate, in the amount recoverable from Companies on account of Government supervision, is chiefly due to the amount recovered from the Delhi-Umballa-Kalka Railway Company, on account of rent of buildings, etc., used jointly by the two railways having been credited to the North-Western Railway.

39.—Guaranteed Companies—Interest.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	INTEREST—			
37,2	India	38,6	2,8	2,7
2,114,1	England	2,145,1	2,145,3	2,145,3
2,151,3		2,183,7	2,148,1	2,148,0
918,1	EXCHANGE	1,072,6	1,287,2	1,290,7
3,069,4	TOTAL	3,256,3	3,435,3	3,438,7

287. The charges in India represent the interest on the funds drawn by the Railways in excess of the balances at their credit. The large decrease in the Actuals is due to the Great Indian Peninsula and Bombay, Baroda and Central India Railways not having made any such overdrawals as they raised additional capital, which also accounts for the increased payments of guaranteed interest in England compared with the previous year.

Section H.—RAILWAYS—EXPENSES—*continued.*

40.—Subsidised Companies.—Land, Subsidy, and Interest.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	IMPERIAL—			
11,9	Bengal and North-Western Railway—(*Land*) . .	6,8	5,5	3,9
3,6	Delhi-Umballa-Kalka Railway—(*Land*) . .	1	1	2
2,5	Nilgiri Railway—(*Land*)	15,8	6,6	6,4
9	Ditto (*Interest*)	3,2	2,8	1,9
...	Reserve	4,1	...	...
18,9	TOTAL IMPERIAL .	30,0	15,0	12,4
	PROVINCIAL—			
4,0	Rohilkhand-Kumaon Railway—(*Subsidy*) . .	4,0	4,0	4,0
...	Ditto ditto (*Land*) . .	...	2	1
10,1	Dibru-Sadiya—(*Subsidy and Audit*) . . .	10,1	10,1	10,0
1	Dooars Railway—(*Land*)	8	2,6	2,5
14,2	TOTAL PROVINCIAL .	14,9	16,9	16,6
33,1	GRAND TOTAL .	44,9	31,9	29,0

288. Compared with the actuals of the previous year there is a net decrease of 4,1. There was no fresh acquisition of land for the Bengal and North-Western and the Delhi-Umballa-Kalka Railways, while the payments in connection with the Nilgiri and the Dooars Railways were more than in 1891-92. Owing to additional deposits of Capital in the Government Treasury, the interest paid to the Nilgiri Railway Company also exceeded the amount paid in the previous year.

289. The lapse on the Budget and Revised Estimates is due to less land having been acquired for the Nilgiri Railway than was anticipated, and to short payments in connection with the Bengal and North-Western Railway in consequence of disputed land cases, which were not decided before the close of the year.

41.—Miscellaneous Railway Expenditure.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	IMPERIAL.			
	INDIA (GENERAL AND POLITICAL)—			
7,1	Surplus Establishment and Miscellaneous Charges .	10,0	4,0	3,3
14,7	Director-General's Establishment, share of— .	14,2	15,4	15,6
2,2	Port Store-keeper's Establishment . . .	2,4	2,4	2,3
...	Rutlam-Muttra	...	1,8	1,9
...	Reserve	8,3	...	...
24,0	TOTAL .	34,9	23,6	23,1
	CENTRAL PROVINCES—			
—7	Sambulpore Road Survey	...	...	...
4,5	Sambulpore-Khurda Survey	9,0	6,2	6,1
3,8	TOTAL .	9,0	6,2	6,1
	BURMA—			
1,6	Meiktila-Myingyan Survey	1,0	2,3	2,3
...	Mandalay-Kunlon Survey	...	5,0	6,1
...	Chittagong-Akyab-Minhla	...	9	9
...	Myitkyina Extension Survey	...	1,1	1,8
1,6	TOTAL .	1,0	9,3	11,1
	ASSAM—			
...	Bengal-Assam Survey	...	—81,6	—81,6

Section H.—RAILWAYS—EXPENSES—*continued.*

41.—Miscellaneous Railway Expenditure—*continued.*

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	BENGAL—			
6,4	Moghul Serai-Howrah Survey	...	—1	—1
...	Cuttack-Midnapur-Calcutta Survey	...	9,1	7,2
...	Monghyr Extension Survey	...	4	4
...	Anarpur-Begum Serai Survey	...	5	4
...	Chittagong-Comilla Survey	...	—7,5	—7,5
6,4	TOTAL .	...	2,4	4
	NORTH-WESTERN PROVINCES AND OUDH—			
...	Rae Bareli-Benares Survey	...	1,7	2,0
...	Aonla-Budaon Survey	...	3	2
...	TOTAL .	...	2,0	2,2
	PUNJAB—			
...	Dera Ismail Khan-Murtaza	...	2,0	1,9
7	Wazirabad-Multan Survey	...	1,8	1,6
7	Kalka-Simla Survey	...	5,3	5,3
...	Delhi-Minchinabad	...	3,5	3,5
19,0	Kashmir Railway Survey	9,0	9,1	9,5
11,8	Zhob Valley Survey	...	1	1
...	Umballa-Patiala Survey	...	5	3
12,2	Frontier Railway Surveys	5,0	4,6	4,6
...	Jungshahi-Tatta Survey	6	7	6
—7	Abt Material and Engine Suspense Account . .	...	—2	—2
43,7	TOTAL .	14,6	27,4	27,2
	MADRAS—			
2	Kurnool Branch Survey	5	5	5
	BOMBAY—			
5	Mehsana-Viramgam—(*Land*)	...	...	...
1	Nusseerabad-Kekri Survey	...	1	1
6	TOTAL .	...	1	1
80,3	TOTAL IMPERIAL .	60,0	—10,1	—10,9

PROVINCIAL.

	BENGAL—			
7,6	Share of P. W. Secretariat Establishment . .	...	...	...
	NORTH-WESTERN PROVINCES AND OUDH—			
7	Lucknow-Rai Bareli-Jaunpur Survey . . .	...	...	...
	MADRAS—			
1	Madras-Gudur Survey	...	...	...
1,8	East Coast Survey	...	...	...
4	Nanjangode-Gudulur Survey	...	...	...
1,3	Palghat-Kurapatam Survey	...	...	...
3,6	TOTAL .	...	..	...
	BOMBAY—			
—1	Surveys	...	...	...
11,8	TOTAL PROVINCIAL .	...	...	...
92,1	TOTAL IMPERIAL AND PROVINCIAL .	60,0	—10,1	—10,9

Section H.—RAILWAYS—EXPENSES—*concluded.*

41.—Miscellaneous Railway Expenditure—*concluded.*

290. The total outlay is less than that of the previous year by 103,0. No useful comparison can be made between the outlay of the two years by individual projects, as new surveys are being started every year. The accounts for 1892-93 include special credits amounting to 89,1 on account of refund of the past outlay on surveys in connection with the Assam-Bengal Railway. Eliminating this amount the expenditure of the year is 78,2, as against 92,1 in 1891-92, and 60,0 in the Budget Estimate. The excess over the Budget Estimate is chiefly due to new surveys having been specially sanctioned after the Budget Estimate was passed.

Section J.—IRRIGATION.

291. The following is a general summary of the results under the head of Irrigation :—

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
	Major Works.			
1,404,7	Direct Receipts	1,323,2	1,487,2	1,510,7
673,2	Land Revenue due to irrigation	704,4	725,6	722,3
2,077,9	TOTAL RECEIPTS	2,027,6	2,212,8	2,233,0
761,4	Working Expenses	771,0	790,6	794,0
1,109,7	Interest	1,138,9	1,138,9	1,138,4
1,871,1	TOTAL EXPENDITURE	1,909,9	1,929,5	1,932,4
206,8	Net Receipts (Major Works)	117,7	283,3	300,6
	Minor Works and Navigation.			
194,1	Receipts	189,1	191,5	185,9
1,073,9	Expenditure	1,009,6	1,052,8	1,008,1
−879,8	Net Expenditure (Minor Works)	−820,5	−861,3	−822,2
−673,0	Net Expenditure (Irrigation)	−702,8	−578,0	−521,6

292. The net result on the whole was better than the Budget and the actuals of the previous year by 181,2 and 151,4 respectively. There was an improvement in the net receipts from Major Works of 182,9 and 93,8 compared with the Budget and the actuals of 1891-92 respectively, and the expenditure on Minor Works was also smaller by 1,5 and 65,8, but the receipts from Minor Works were smaller than both the Budget and the actuals of the previous year by 3,2 and 8,2. The improvement under Major Works occurred chiefly in the Punjab, owing to an extension of irrigation from the Bari Doab, Sirhind, Chenab and Swat river canals, and in Bengal from the collection of large arrears of water rates. A portion of the increase over the Budget occurred in the North-Western Provinces and Oudh also, owing to the estimate having been placed too low, and to a much larger area having been irrigated than was anticipated. The decrease in the expenditure on Minor Works compared with the previous year occurred chiefly in Madras, owing to a smaller grant having been made available in the later year, and in Lower Burma, where the expenditure in the previous year was specially high owing to the construction of a lock at Wimpadaw in connection with the Kyaikto Sittang Canal and to the raising, strengthening, and retiring of several miles of the Irrawaddy embankments threatened by river encroachments.

SECTION J.—IRRIGATION—RECEIPTS.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
2,272,0	REVENUE . . .	2,216,7	2,404,3	2,418,9

293. The actuals exceeded those of the previous year and the Budget Estimate by 146,9 and 202,2 respectively. The increase was chiefly due to an extension of irrigation from canals in the Punjab, to the recovery of arrears of water-rates in Bengal, and to the seasons having been more favourable for canal irrigation in Madras and Bombay. The excess over the Budget was also due to a larger area having been irrigated by the canals in the North-Western Provinces and Oudh than was anticipated in the estimate, which, however, seems to have been pitched very low, as the revenue, even with this excess, was considerably below that of the previous year.

XXIX and 42.—Major Works.

Direct Receipts and Working Expenses.

Accounts, 1891-92.			Irrigation Works and Canals.	Budget, 1892-93.			Revised, 1892-93.			Accounts, 1892-93.		
Gross Revenue.	Working Expenses.	Net Revenue.		Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.
			IMPERIAL.									
10,2	9,8	4	N.-W. Provinces and Oudh	8,0	10,2	—2,2	8,9	10,1	—1,2	8,5	10,1	—1,6
			Punjab—									
151,1	48,2	102,9	Western Jumna Canal .	137,0	51,0	86,0	118,9	46,4	72,5	117,1	49,1	68,0
169,8	72,4	97,4	Bari Doab Canal . .	191,8	67,5	124,3	1230,9	67,9	163,0	231,4	67,7	163,7
201,6	54,9	146,7	Sirhind Canal . .	220,0	57,5	162,5	243,1	64,6	178,5	243,0	65,5	177,5
57,1	37,5	19,6	Other Projects . .	75,1	41,2	33,9	75,1	47,2	27,9	77,6	49,8	27,8
579,6	213,0	366,6	TOTAL .	623,9	217,2	406,7	668,0	226,1	441,9	669,1	232,1	437,0
			Madras—									
11,1	51,6	—40,5	Godavari Delta . .	11,0	49,6	—38,6	11,0	54,5	—43,5	12,0	54,7	—42,7
4,8	42,0	—37,2	Kistna Delta . .	5,0	39,4	—34,4	5,0	42,0	—37,0	5,3	42,5	—37,2
12,7	24,0	—11,3	Other Projects . .	9,7	30,6	—20,9	11,0	26,6	—15,6	14,1	26,5	—12,4
28,6	117,6	—89,0	TOTAL .	25,7	119,6	—93,9	27,0	123,1	—96,1	31,4	123,7	—92,3
44,4	43,6	,8	Bombay	47,6	43,0	4,6	50,0	44,5	5,5	52,1	44,7	7,4
662,8	384,0	278,8	TOTAL IMPERIAL .	705,2	390,0	315,2	753,9	403,8	350,1	761,1	410,6	350,5
			PROVINCIAL.									
			Bengal—									
91,0	65,2	25,8	Sone Canals . . .	83,5	68,4	15,1	89,5	69,0	20,5	105,6	70,1	35,5
69,2	70,2	—1,0	Other Canals . . .	63,3	68,9	—5,6	75,5	71,0	4,5	83,2	69,4	13,8
160,2	135,4	24,8	TOTAL .	146,8	137,3	9,5	165,0	140,0	25,0	188,8	139,5	49,3
			N.-W. Provinces and Oudh—									
261,7	104,9	156,8	Ganges Canal . .	213,0	98,3	114,7	250,2	106,0	144,2	248,1	105,9	142,2
178,6	84,8	93,8	Lower Ganges Canal .	133,0	90,4	42,6	183,7	85,6	98,1	180,9	83,2	97,7
60,1	23,9	36,2	Agra Canal . . .	53,2	23,8	29,4	55,2	24,4	30,8	54,3	24,6	29,7
81,3	28,4	52,9	Eastern Jumna Canal .	72,0	31,2	40,8	79,2	30,8	48,4	77,5	30,2	47,3
581,7	242,0	339,7	TOTAL .	471,2	243,7	227,5	568,3	246,8	321,5	560,8	243,9	316,9
741,9	377,4	364,5	TOTAL PROVINCIAL .	618,0	381,0	237,0	733,3	386,8	346,5	749,6	383,4	366,2
1,404,7	761,4	643,3	GRAND TOTAL .	1,323,2	771,0	552,2	1,487,2	790,6	696,6	1,510,7	794,0	716,7

Section J.—IRRIGATION—RECEIPTS—*continued.*

Direct Receipts—Imperial Works.

294. The *gross revenue* in 1892-93 was better than that of the previous year by 98,3 and the Budget Estimate by 55,9. The increase occurred chiefly in the Punjab, and was due to an extension of irrigation from the Bari Doab, Sirhind, Chenab, and Swat river canals. There was on the other hand a falling off of the revenue from the Western Jumna Canal, owing to the failure of the supply from the river Jumna during the first three months of the *kharif* season of 1892. There was also an increase in Madras and Bombay due in the former case to larger collections of water-rates from the Karnul Canal, and in the latter case to extension of irrigation from the Nira Canal, increased demand for water from the Mutha Canal for consumption in the city and cantonment of Poona, and the better supply of water available for cultivation on the Begari Canal.

Direct Receipts—Provincial Works.

295. The *gross revenue* in 1892-93 exceeded that of the previous year by 7,7. It is the net result of an increase of 28,6 in Bengal, and of a decrease of 20,9 in the North-Western Provinces and Oudh. The increase in Bengal was mainly due to the collection of arrears and to a smaller extent to the more prompt recovery of the assessments falling due during the year. The decrease in the North-Western Provinces and Oudh is attributed to the seasons not having been so favourable for irrigation as in the previous year.

296. Of the increase of 131,6 over the Budget Estimate 42,0 was contributed by Bengal, and 89,6 by the North-Western Provinces and Oudh. The increase in Bengal was due to the causes explained above. In the North-Western Provinces and Oudh the increase was due to a larger area having been irrigated than was anticipated in the Budget which appears to have been pitched very low especially in the case of the Ganges and Lower Ganges Canals. The increase over the Revised Estimate is mainly due to arrear collections in Bengal.

XXIX.—Major Works—Indirect Receipts.

Portion of Land Revenue due to Irrigation.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
114,6	N.-W. Provinces and Oudh	113,1	117,5	117,5
25,1	Punjab	...	6,0	13,7
471,9	Madras	500,3	510,7	506,8
61,6	Bombay	91,0	91,4	84,3
673,2	TOTAL .	704,4	725,6	722,3

297. The increase in the actuals of 1892-93 over those of the previous year was chiefly due to a falling off of the revenue in 1891-92, owing to large remissions granted on the Penner and Sangam Anicut systems on account of an unfavourable season and to an insufficient supply of water in the canals in Sind. The increase over the Budget Estimate was chiefly due in the Punjab to the introduction of a canal assessment rate on the re-settlement of the Tarntaran Tehsil of the Amritsar District on account of the Bari Doab Canal and in the North-Western Provinces and Oudh to the re-settlement of the Muzaffarnagar District.

XXX.—Minor Works and Navigation.

1891-92. Accounts.			Budget.		1892-93. Revised.		Accounts.	
A	B		A	B	A	B	A	B
2,5	...	India	4,0	...	5,4	...	4,6	...
...	4,2	Upper Burma . .	...	4,3	...	6,2	...	5,6
...	3,6	Lower Burma . .	...	5,0	...	5,0	...	5,3
...	94,8	Bengal	...	95,9	...	91,6	...	89,3
...	17,6	N.-W. P. and Oudh . .	...	16,0	...	19,0	...	18,7
23,8	9,8	Punjab	19,4	9,1	20,9	8,0	19,7	7,1
...	16,1	Madras	...	15,0	...	25,5	...	16,0
20,0	1,7	Bombay	19,1	1,3	17,8	2,1	17,9	1,7
46,3	147,8	TOTAL .	42,5	146,6	44,1	147,4	42,2	143,7
194,1			189,1		191,5		185,9	

A. Imperial. B. Provincial and Local.

298. The variations under this head are comparatively small, and are the net result of a number of small increases and decreases.

Section J.—IRRIGATION—EXPENDITURE.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
2,945,0	EXPENDITURE	2,919,5	2,982,3	2,940,5

299. The expenditure in 1892-93 on the whole agrees closely with that of 1891-92, a falling off in the expenditure on Minor Works having been met by increases in the working expenses of Major Works and in the charges for Interest on Debt. The increase of 21,0 over the Budget Estimate was due to larger expenditure having become necessary for the maintenance and repairs of the Sirhind and Chenab Canals owing to extension of irrigation. In the Revised Estimate the requirements of several of the works classed as "Minor Works and Navigation" in Bengal, Upper Burma and Bombay were over-estimated.

42.—Major Works—Working Expenses.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
384,0	Imperial Works	390,0	403,8	410,6
377,4	Provincial Works	381,0	386,8	383,4
761,4	TOTAL .	771,0	790,6	794,0

300. The particulars of these charges are given in the table on page 100.

Imperial Works.

301. The increase over the actuals of the previous year and the Budget Estimate occurred chiefly in the Punjab and to a smaller extent in Madras. In the Punjab the increase was due to a larger expenditure on maintenance and repairs on the Sirhind and Chenab Canals owing to the extension of irrigation. The increase in Madras was due partly to a payment of 3,7 to the Telegraph Department on account of the telegraph line along the Karnul Canal, which had been dismantled as it was no longer required for the use of the canal, and partly to an increase in the establishment charges owing to an increase of revenue. The increase of 6,8 over the Revised Estimate was due to heavy charges for maintenance of the Western Jumna Canal and to the share of establishment charged to the Revenue account of the Chenab Canal being larger than was anticipated.

Provincial Works.

302. The actuals exceeded those of the previous year and the Budget Estimate by 6,0 and 2,4 respectively. The increase occurred chiefly in Bengal, and was due partly to larger collection charges, consequent upon an increase of revenue, and partly to increased cost of maintenance and repairs on the Orissa and Sone Canals. The saving of 3,4 on the Revised Estimate occurred in the North-Western Provinces and Oudh and was due chiefly to the transfer of expenditure on the river training works in the Narora Division of the Lower Ganges Canal from the Revenue to the Capital account.

42.—Major Works—Interest on Debt.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Imperial.			
589,6	India	605,2	606,3	606,0
	Provincial.			
240,3	Bengal	242,8	242,6	242,3
279,8	N.-W. P. and Oudh	290,9	290,0	290,1
1,109,7	TOTAL .	1,138,9	1,138,9	1,138,4

303. The following statement shows how the interest charged during the year was calculated:—

	CAPITAL EXPENDITURE.	
	Capital expenditure at end of 1891-92	... 28,158,4
	,, ,, during 1892-93:—	
35	Protective works	60,8
43	Minor works and Navigation	10,5
49	Capital expenditure not charged to Revenue	531,1
		602,4
		28,760,8
	INTEREST.	
	Interest on capital outlay at beginning of the year	1,126,3
	Half interest on capital spent during the year	12,1
		1,138,4

304. The increase during 1892-93 was the result of additional capital outlay on Major Irrigation Works.

Section J.—IRRIGATION—EXPENDITURE—*continued.*

43.—Minor Works and Navigation.

1891-92. Accounts. A	1891-92. Accounts. B		Budget. A	Budget. B	1892-93. Revised. A	1892-93. Revised. B	Accounts. A	Accounts. B
36,8	...	India . . .	53,9	...	47,0	...	47,3	...
100,9	4,3	Upper Burma . .	50,0	4,3	119,5	6,0	112,3	5,8
...	94,5	Lower Burma . .	...	85,3	...	74,6	...	73,6
...	158,8	Bengal . . .	...	165,5	...	156,3	...	141,2
4	28,3	N.-W.-P. and Oudh .	...	40,9	...	30,0	...	30,7
59,4	22,8	Punjab . . .	68,0	21,3	67,5	31,4	63,5	29,5
...	402,3	Madras . . .	...	318,1	...	338,1	...	335,1
161,5	3,8	Bombay . . .	190,8	10,5	179,3	2,0	167,1	1,0
359,0	714,8	TOTAL INDIA .	362,7	645,9	413,3	638,4	390,2	616,9
1	...	ENGLAND . .	7	...	7	...	6	...
...	...	EXCHANGE . .	3	...	4	...	4	...
359,1	714,8	GRAND TOTAL .	363,7	645,9	414,4	638,4	391,2	616,9
1,073,9			1,009,6		1,052,8		1,008,1	

A. Imperial. B. Provincial and Local.

Imperial Works.

305. The rise in the expenditure during 1892-93, as compared with that of 1891-92 and the Budget Estimate, was due chiefly to the construction of more famine relief works in Rajputana and Upper Burma, for which grants amounting to 68,8 were transferred to this head from "45—Civil Works" Imperial (*see* paragraph 315). The saving on the Budget and Revised Estimates in Bombay was due partly to the estimates having been pitched too high, and partly to failure on the part of contractors, delay in acquiring land and scarcity of labour. The lapse in Upper Burma, as compared with the Revised Estimate, was due to short outlay in restoring and repairing the various scattered tanks, canals, and sluices in the province.

Provincial and Local Works.

306. The decrease in the expenditure during 1892-93 occurred chiefly in Lower Burma, Bengal, and Madras. The decrease in Lower Burma was due to the large expenditure incurred in 1891-92 on the construction of a lock at Wimpadaw in connection with the Kyaikto-Sittang Canal, and on the raising, strengthening, and retiring of several miles of the Irrawaddy embankments threatened by river encroachment. The short outlay in Bengal was due to the approaching completion of the Hidgellee Tidal Canal. In Madras the decrease is attributed to the grant made available for expenditure in 1892-93 not being so large as in the previous year. The Actuals differed materially from the Budget in almost every case. The saving in Lower Burma was due to transfers from this head to "45—Civil Works" (*see* paragraph 317). In Bengal the expenditure on the Hidgellee Tidal, Orissa Coast, Calcutta and Eastern Canals was over-estimated. In the North-Western Provinces and Oudh, the Kicha Weir was held in abeyance; while in the Punjab additional funds were provided for the Michni Nowshera Canal. In Madras excess expenditure was due to construction of famine relief works; and in Bombay a saving occurred owing to the claims for compensation for land taken up for the Gokak Storage Works not having been settled and paid by the end of the year.

Section K.—BUILDINGS AND ROADS—RECEIPTS.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	Accounts.
627,1	RECEIPTS	606,4	639,1	653,2

307. The receipts in 1892-93 were better than those of the previous year by 26,1 and than the Budget and Revised Estimates by 46,8 and 14,1 respectively, owing mainly to exceptional receipts on account of the sale of the bridge-of-boats over the rivers Gogra and Chowka at Byramghat in the North-Western Provinces and Oudh, and to larger receipts on account of contributions from Municipalities and private parties in Bengal and Bombay.

XXXI.—Military Works.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	Accounts.
44,3	India	36,6	36,6	39,0
2,0	Upper Burma	2,2	2,7	2,8
1	Lower Burma	1	1	2
3	Assam	3	4	5
1	N.-W. P. and Oudh	1	1	...
7	Punjab	6	4	4
2	Madras	2	2	2
2,1	Bombay	2,0	2,0	2,2
49,8	TOTAL .	42,1	42,5	45,3

308. The decrease, as compared with the actuals of the previous year, was due to a special credit of 6,1 in 1891-92 under India, on account of the sale of certain Military buildings at Khanpur to the North-Western Railway. The increase over the Budget and Revised Estimates was the result of revision of rents and the sale of certain buildings in Bangalore.

XXXII.—Civil Works.

1891-92. Accounts. A Deptl.	1891-92. Accounts. B Civil.		1892-93. Budget. A Deptl.	1892-93. Budget. B Civil.	1892-93. Revised. A Deptl.	1892-93. Revised. B Civil.	Accounts. A Deptl.	Accounts. B Civil.
		IMPERIAL.						
4,6	...	India . . .	3,9	...	5,0	...	5,5	8
2,3	...	Upper Burma . .	2,0	...	2,5	...	2,2	...
6	...	Lower Burma . .	6	...	6	...	6	...
4,3	...	Punjab . . .	4,0	...	4,0	...	2,9	...
11,8	...	TOTAL .	10,5	...	12,1	...	11,2	8

1891-92. Accounts. A Deptl.	1891-92. Accounts. B Civil.		1892-93. Budget. A Deptl.	1892-93. Budget. B Civil.	1892-93. Revised. A Deptl.	1892-93. Revised. B Civil.	Accounts. A Deptl.	Accounts. B Civil.
		PROVINCIAL.						
5,2	1,4	Central Provinces . .	4,2	1,2	4,2	1,3	4,6	1,3
7,1	1	Lower Burma . .	6,5	1	9,5	1	8,9	1
4,4	2,2	Assam . . .	2,3	2,4	2,3	2,4	2,9	2,4
16,1	24,4	Bengal . . .	23,0	22,6	21,0	22,6	16,3	23,0
16,1	64,3	N.-W. P. and Oudh .	13,0	63,0	30,9	58,3	37,4	57,3
5,8	32,8	Punjab . . .	4,8	32,1	5,1	30,6	6,0	31,4
14,4	1,9	Madras . . .	11,8	2,2	12,6	2,2	11,6	1,9
74,8	3	Bombay . . .	76,7	3	78,5	3	80,0	3
143,9	127,4	TOTAL .	142,3	123,9	164,1	117,8	167,7	117,7

Section K.—BUILDINGS AND ROADS—RECEIPTS—*continued.*

XXXII—Civil Works—*continued.*

1891-92. Accounts. A Deptl.	1891-92. Accounts. B Civil.		1892-93. Budget. A Deptl.	1892-93. Budget. B Civil.	1892-93. Revised. A Deptl.	1892-93. Revised. B Civil.	Accounts. A Deptl.	Accounts. B Civil.
		INCORPORATED LOCAL.						
...	2,8	India . . .	...	2,3	...	2,3	...	2,1
...	8,3	Central Provinces . .	...	7,6	...	8,0	...	7,9
...	4,9	Upper Burma . . .	...	5,4	...	5,4	...	5,8
...	7,2	Lower Burma . . .	...	6,7	...	8,0	...	8,4
2	10,3	Assam	1	9,5	1	10,3	1	10,3
...	41,4	Bengal	...	39,0	...	43,0	...	43,7
1,0	5,5	N.-W. P. and Oudh . .	1,0	6,2	1,1	5,5	1,4	5,9
2	22,6	Punjab	1	22,7	1	22,2	1	24,9
5	99,3	Madras	4	95,0	2	94,0	6	93,9
...	51,0	Bombay	...	50,0	...	58,6	...	61,0
1,9	253,3	TOTAL .	1,6	244,4	1,5	257,3	2,2	263,9
538,3		TOTAL INDIA .	522,7		552,8		563,5	
		ENGLAND—						
		Royal Indian Civil Engineering College, Cooper's Hill—Fees from Students, etc.	27,7		27,4		27,7	
27,2		EXCHANGE . . .	13,9		16,4		16,7	
11,8								
577,3		GRAND TOTAL .	564,3		596,6		607,9	

A.—Public Works in charge of Departmental Officers. B.—Public Works in charge of Civil Officers.

309. The figures under Imperial do not call for any special remarks.

310. Under Provincial the increase in the receipts by departmental officers, as compared with the actuals of the previous year and the Budget Estimate, occurred chiefly in the North-Western Provinces and Oudh, and was due to the sale of boats, tools, etc., appertaining to the ferries over the rivers Gogra and Chowka at Byramghat to the Bengal and North-Western Railway Company, to a further improvement in the profits of the Rurki Workshops, and to larger ferry receipts due partly to the transfer of certain ferries in Gorakhpur from the Civil to the Public Works Department. The Budget Estimate in Bengal was pitched too high and the actuals fell short of it by 6,7, though they corresponded almost exactly with those of the previous year. The receipts by Civil Officers fell short of the actuals of the previous year, and the Budget Estimate by 9,7 and 6,2, respectively. The decrease was principally due to a falling off in the receipts from ferry tolls and to the transfer from Civil to Public Works Department just mentioned.

311. The increase in the receipts by Civil Officers under Local occurred chiefly in Bengal, Punjab, and Bombay. The increase in Bengal and Bombay was mainly due to large contributions received from Municipalities and private parties in aid of Public Works. In the Punjab the increase occurred chiefly in the receipts from the sale of road-side trees. The decrease in Madras, as compared with the actuals of the previous year, was due to the revision of certain taxes in the South Arcot District.

Section K.—BUILDINGS AND ROADS—EXPENDITURE.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
6,208,8	EXPENDITURE . . .	5,920,1	5,927,4	5,846,5

312. The decrease of 362,3, as compared with 1891-92, was due to smaller grants having been assigned for expenditure in 1892-93 from Provincial funds; and to large expenditure incurred in 1891-92 from Imperial funds on famine relief works in Upper Burma, special repairs to buildings at Quetta damaged by abnormal winter rains, the Quetta water-works, and the Morgha-Gomal road. The lapse on the Budget and Revised Estimates occurred entirely under "45—Civil Works," the expenditure under which, as a whole, is generally over-estimated.

44.—Military Works.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
990,0	India	935,0	911,4	916,2
3	Central Provinces	3	4	4
125,0	Upper Burma	114,0	128,0	135,3
22,3	Lower Burma	15,0	15,0	14,4
10,0	Assam	8,0	10,8	9,6
4,4	Bengal	4,3	4,7	4,8
6	North-Western Provinces and Oudh . . .	1,1	1,9	1,5
17,9	Punjab	20,0	21,4	21,1
7,9	Madras	9,0	10,8	9,6
21,3	Bombay	19,5	20,5	18,8
1,199,7	TOTAL INDIA .	1,126,2	1,124,9	1,131,7
10,4	ENGLAND (Stores)	38,4	40,8	40,6
4,5	EXCHANGE	19,2	24,5	24,5
1,214,6	GRAND TOTAL .	1,183,8	1,190,2	1,196,8

313. The ordinary grant for Military Works consists excluding exchange of 150,0 for Upper Burma and 1,000,0 for the rest of India, the latter being a contract grant, savings from which may be added to the grant for the following year. The modifications of the ordinary grant made in the Budget Estimate of 1892-93 were the addition of 30,0 for improvement of water-supply in Cantonments reduced by 15,4 in repayment of special grants made in 1891-92 on condition that the ordinary grant should be proportionately reduced in the following year. The total grant, including 19,2 for exchange, was thus 1,183,8 (1,000,0 + 150,0 + 30,0 — 15,4 + 19,2). Of the grant of 150,0 for Upper Burma, 36,0 was placed at the disposal of the Director-General of Military Works and the actual grant shown under Upper Burma was thus 114,0.

The following additions and deductions were made during the year:—

Grant for accommodation of troops on Chin Hills (Upper Burma)		24,0
Transfer from "45—Civil Works, Imperial," for water-supply scheme at Chaman . .		1,0
Transfer from Army Estimates for Cantonment General Hospitals		6,3
Provincial Contribution (Punjab) towards cost of drainage and water-supply for Kohat .		5
		31,8
Less—		
Withdrawal for buildings made over to District Board	4	
Surrendered in recoupment of excess expenditure in 1891-92 . . .	6,3	
Lapses on grants transferred to 1893-94	14,0	
		20,7
NET ADDITION TO GRANT . .		11,1

The total grant available for expenditure in 1892-93 (excluding exchange) was thus 1,175,7 of which 174,0 was for Upper Burma and 1,001,7 for the rest of India. The actual expenditure amounted to 168,2 for Upper Burma, and 1,004,1 for the rest of India, the excess under which, therefore, amounts to 2,4 which has been deducted from the Revised Grant for 1893-94.

314. The total expenditure in 1892-93 was less by 17,8 than that of the previous year, in which a special grant of 61,6 was sanctioned for works designed to facilitate mobilization in time of war. There were also other special grants amounting (net) to 15,4, which were made on condition that the grant for the ensuing year would be reduced by a like amount, which condition was fulfilled as shown above. On the other hand the special grant in Upper Burma for accommodation for troops on the Chin Hills exceeded the similar grant in 1891-92 by 11,5, which accounts for the increased expenditure in Upper Burma in the latter year. In the Revised Estimate the expenditure of the year in Upper Burma was under-estimated.

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*continued.*

45.—Civil Works.

		India.	Central Provinces.	BURMA Upper.	BURMA Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab	Madras	Bombay.	TOTAL.
IMPERIAL.												
Departmental	Accounts. 1891-92	209,1	4,2	330,1	6,3	32,3	71,8	14,9	30,7	3,9	28,6	731,9
	Budget. 1892-93	220,5	1,2	300,0	3,5	54,4	34,1	12,5	25,3	3,1	37,4	692,0
	Revised. 1892-93	174,9	2,4	260,1	2,8	84,1	33,2	14,2	34,8	3,8	32,4	642,7
	Accounts. 1892-93	174,6	2,1	260,9	2,8	77,5	27,4	13,7	32,1	3,7	25,5	620,3
Civil Officers	Accounts. 1891-92	7,3	...	...	...	...	...	...	...	...	...	7,3
	Budget. 1892-93	20,0	...	...	...	...	...	...	...	...	...	20,0
	Revised. 1892-93	23,2	...	...	...	...	...	...	...	...	...	23,2
	Accounts. 1892-93	14,8	...	...	...	...	...	...	...	...	...	14,8
Total Imperial	Accounts. 1891-92	216,4	4,2	330,1	6,3	32,3	71,8	14,9	30,7	3,9	28,6	739,2
	Budget. 1892-93	240,5	1,2	300,0	3,5	54,4	34,1	12,5	25,3	3,1	37,4	712,0
	Revised. 1892-93	198,1	2,4	260,1	2,8	84,1	33,2	14,2	34,8	3,8	32,4	665,9
	Accounts. 1892-93	189,4	2,1	260,9	2,8	77,5	27,4	13,7	32,1	3,7	25,5	635,1
PROVINCIAL.												
Departmental	Accounts. 1891-92	...	199,2	...	234,0	105,0	388,0	406,0	325,4	271,7	396,0	2,325,3
	Budget. 1892-93	...	180,0	...	270,0	137,2	297,1	315,0	310,0	230,0	321,4	2,060,7
	Revised. 1892-93	...	177,6	...	285,5	137,6	276,5	316,0	304,2	231,7	344,2	2,073,3
	Accounts. 1892-93	...	174,6	...	272,9	130,1	272,4	323,4	307,2	215,3	348,0	2,043,9
Civil Officers	Accounts. 1891-92	...	...	...	37,9	2,5	14,5	32,7	3,8	42,2	2,2	135,8
	Budget. 1892-93	...	1	...	24,2	1,8	17,9	26,6	3,1	63,0	1,1	137,8
	Revised. 1892-93	...	1	...	24,2	3,0	17,0	29,0	3,1	37,8	4,0	118,2
	Accounts. 1892-93	...	3	...	23,6	2,1	18,1	28,9	3,3	38,5	3,7	118,5
Total Provincial	Accounts 1891-92	...	199,2	...	271,9	107,5	402,5	438,7	329,2	313,9	398,2	2,461,1
	Budget. 1892-93	...	180,1	...	294,2	139,0	315,0	341,6	313,1	293,0	322,7	2,198,5
	Revised. 1892-93	...	177,7	...	309,7	140,0	293,5	345,0	307,3	269,5	348,2	2,191,5
	Accounts. 1892-93	...	174,9	...	296,5	132,2	290,5	352,3	310,5	253,8	351,7	2,162,4
LOCAL.												
Departmental	Accounts. 1891-92	3,8	15,3	2,4	28,8	51,9	...	201,6	103,3	15,1	120,0	542,2
	Budget. 1892-93	4,6	18,5	3,3	41,7	79,5	...	175,6	103,4	2,9	109,2	529,7
	Revised. 1892-93	4,4	14,0	5,4	38,2	65,1	...	183,5	106,0	17,8	143,6	578,0
	Accounts. 1892-93	4,2	12,9	5,1	39,7	61,3	...	184,8	100,6	19,3	128,2	556,1
Civil Officers	Accounts. 1891-92	1,1	18,2	11,9	7,2	...	426,6	62,5	11,8	435,9	134,4	1,109,6
	Budget. 1892-93	1,1	26,3	16,9	17,8	1	447,5	62,3	11,4	426,2	156,5	1,166,1
	Revised. 1892-93	1,1	20,0	16,6	14,2	1	431,0	59,5	12,2	464,5	143,9	1,163,1
	Accounts. 1892-93	5	19,1	14,4	10,6	...	454,9	57,5	12,1	444,0	145,4	1,158,5
Total Local	Accounts. 1891-92	4,9	33,5	14,3	36,0	51,9	426,6	264,1	115,1	451,0	254,4	1,651,8
	Budget. 1892-93	5,7	44,8	20,2	59,5	70,6	447,5	237,9	114,8	429,1	265,7	1,695,8
	Revised. 1892-93	5,5	34,0	22,0	52,4	65,2	431,0	243,0	118,2	482,3	287,5	1,741,1
	Accounts. 1892-93	4,7	32,0	19,5	50,3	61,3	454,9	242,3	112,7	463,3	273,0	1,714,6
GRAND TOTAL	Accounts. 1891-92	221,3	236,9	344,4	314,2	191,7	900,9	717,7	475,0	768,8	681,2	4,852,1
	Budget. 1892-93	246,2	226,1	320,2	357,2	264,0	796,6	592,0	453,2	725,2	625,6	4,606,3
	Revised. 1892-93	203,6	214,1	282,1	364,9	289,9	757,7	602,2	460,3	755,6	668,1	4,598,5
	Accounts. 1892-93	194,1	209,0	280,4	349,6	271,0	772,8	608,3	455,3	720,8	650,8	4,512,1

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
4,852,1	TOTAL INDIA	4,606,3	4,598,5	4,512,1
	ENGLAND—			
48,6	Furlough Pay and Allowances of Officers in P. W. Department	54,0	50,0	49,2
28,0	Royal Indian Civil Engineering College, Cooper's Hill . .	25,6	27,6	28,2
5,7	Sundry Items	6,5	6,3	6,1
16,8	Stores for India	6	2,8	2,4
99,1		86,7	86,7	85,9
43,0	EXCHANGE	43,3	52,0	51,7
4,994,2	GRAND TOTAL .	4,736,3	4,737,2	4,649,7

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*continued.*

Imperial.

315. *Departmental Officers.*—The decrease of 111,6, as compared with the actuals of previous year, occurred chiefly in India, Upper Burma and Bengal. In India it was due to the approaching completion of the Protestant churches at Quetta and Multan, and to large expenditure in 1891-92 on the Quetta water-works and Morgha Gomal road, and on special repairs to buildings at Quetta damaged by the abnormal winter rains. The decrease in Upper Burma was due to the outlay in 1891-92 having been very large owing to the construction of famine relief works, while in Bengal it was due to the completion of the Imperial Secretariat buildings. There was on the other hand an increase of 45,2 in Assam, due to the expenditure on the Nichuguard-Manipur road the expenditure on which also largely exceeded the estimate. The decrease, as compared with the Budget Estimate, was chiefly due to the transfer of grants amounting to 68,8 from this head to "43—Minor Works and Navigation" on account of famine relief works in Upper Burma and Rajputana, for the former of which a special additional grant of 35,0 was also made by the Government of India in the Department of Finance and Commerce, and to a grant of 10,0 for Mint mechanics' quarters in Bombay not having been required. The lapse of 22,4 from the Revised Estimate was principally due to the expenditure in Assam, Bengal, and Bombay having been over-estimated.

316. *Civil Officers.*—The increase of 7,5, compared with the actuals of the previous year, was due to the construction of the Consulate House at Meshed. The decrease, as compared with the Budget and Revised Estimates, was due to the grant of 7,7 provided for the construction of the Consulate House at Basra not having been utilized.

Provincial.

317. *Departmental Officers.*—The decrease, as compared with the actuals of 1891-92, was due to smaller grants having been assigned for expenditure in 1892-93 by all Local Governments and Administrations except Burma and Assam. The increase in Lower Burma is attributed to the pushing on to completion of a number of important roads and buildings in the province. In Assam a large grant was provided from Provincial funds for more extensive operations in 1892-93. The decrease, as compared with the Budget Estimate, occurred chiefly in Bengal, and was due to the cost of repairs to certain buildings having been over-estimated and to a decrease of 7,4 in the suspense balances, for which no provision was made in the Budget Estimate. There was also a considerable saving in Madras partly owing to the credits from other funds, for works executed for them, which are brought to account by deduction from establishment charges, having exceeded the estimate, partly owing to lapses under Tools and Plants, English stores indented for not having been paid within the year, and partly to numerous other petty lapses. In Bombay the Budget grant was exceeded, the Local Government having made an additional grant of 27,5 in the course of the year for emergent works not foreseen when the Budget was framed. The short outlay, compared with the Revised Estimate, occurred mainly in Lower Burma and Madras, and was due to an over-estimate of the requirements. In the former province provision was made in the Revised for spending the additional grants transferred to this head from "43—Minor Works and Navigation" (*see* para. 306), but they were required to a very small extent only.

318. *Civil Officers.*—The decrease, as compared with the actuals of 1891-92 and the Budget Estimate, was mainly due to a reduction in the grants-in-aid from Provincial funds to Municipalities, town and cantonment funds in Lower Burma, and to smaller payments to Municipalities in Madras, on account of contributions towards the construction of drainage and water-supply works. The large saving on the Budget in Madras is also due to this last cause. Out of a provision of 53,0 in the Budget for these contributions only 26,4 was actually spent.

Incorporated Local.

319. *Departmental Officers.*—The increase of 13,9 over the actuals of the previous year was chiefly due to a larger programme of works in Upper Burma, Lower Burma, Assam, Madras, and Bombay during 1892-93. The increase would have been larger had it not been for a decrease of 16,8 in the North-Western Provinces and Oudh. In the latter province a smaller grant was assigned for expenditure in 1892-93 owing to exceptional expenditure in 1891-92. The increase, as compared with the Budget Estimate, occurred mainly in the North-Western Provinces and Oudh, Madras, and Bombay. The increase in the North-Western Provinces and Oudh was chiefly due to increased expenditure on certain roads for which supplementary grants were sanctioned by the Local Government. In Madras the increase was chiefly due to additional expenditure on famine relief works, and that in Bombay to the construction of a number of works not foreseen when the Budget Estimate was framed. In the Revised Estimate the requirements in Assam, Punjab, and Bombay were over-estimated.

320. *Civil Officers.*—The outlay of the year exceeded that of 1891-92 by 48,9. The increase was due to larger expenditure against larger grants sanctioned by the several Local Governments and Administrations for Public Works. In Madras the expenditure largely exceeded the estimate, but there were savings in several Provinces, and on the whole there was a saving on the Budget Estimate of 7,6.

England.

321. There was a saving in the Budget Estimate of the charges for furlough pay and allowances owing to a decrease in the number of officers drawing their allowances in England, partly counterbalanced by an increase consequent upon the new arrangements made for the issue of pay and allowances monthly instead of quarterly. The charges of the Royal Indian Engineering College were higher partly on account of expenditure incurred on works for protection against fire, and the demands for stores from this country were also higher than anticipated, though considerably below the figure for the previous year.

Section L.—ARMY SERVICES.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	Accounts.
780,4	RECEIPTS . . .	739,0	793,3	864,3
22,280,6	EXPENDITURE . . .	21,898,5	23,557,9	23,419,1
21,500,2	NET .	21,159,5	22,764,6	22,554,8

322. The Indian and English portions of the above figures are as follows :—

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	Accounts.
	RECEIPTS.			
719,4	India	681,7	732,8	792,0
42,5	England	38,2	37,8	46,4
18,5	Exchange	19,1	22,7	27,9
780,4	TOTAL .	739,0	793,3	864,3
	EXPENDITURE.			
15,741,1	India	15,006,7	15,522,2	15,589,1
4,559,5	England	4,594,5	5,022,3	4,888,8
1,980,0	Exchange	2,297,3	3,013,4	2,941,2
22,280,6	TOTAL .	21,898,5	23,557,9	23,419,1

323. The receipts in this country exceeded the Budget estimate and the actuals of 1891-92 by 108,3 and 70,6, respectively. The increase over the Budget Estimate was principally due to larger sales of Commissariat provisions, stores and malt liquor, extensive disposals of remounts and a credit taken for the value of 260 horses carried over to Egypt by the 7th Dragoon Guards, increase in sale proceeds of clothing necessaries and larger contributions towards Indian Military Service Family Pensions. The Revised Estimate did not make sufficient allowance for most of these items.

324. As regards the expenditure in India, the comparison of the actuals with the Budget estimate, and the actuals of the previous year is vitiated by the inclusion in the figures of the expenditure connected with Expeditions and other special items. The following statement shows the special items separately :—

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	Accounts.
529,2	Extra charges for Upper Burma . . .	540,0		502,6
	SPECIAL ITEMS :—			
821,2	Expeditions . . .	1,2	257,3	
196,2	Mobilization arrangements	...		
49,5	Augmentation of Transport	...	...	
...	Transport arrangements in Kashmir . .	...	86,7	
1,066,9		1,2		344,0
14,145,0	Other Charges . . .	14,465,5		14,742,5
15,741,1	TOTAL .	15,006,7		15,589,1

325. The special items do not call for any remarks except that special additional grants were sanctioned for them during the year amounting in all to 351,0. The ordinary expenditure in India exceeded the Budget Estimate by 277,0. The increase occurred almost wholly under Commissariat, being due to a rise in rates for articles of food for men and animals and to increased transport charges for conveyance of troops and stores, counterbalanced by a saving of 14,2 in Establishments. The Revised Estimate fell short of the actual charges by 66,9. The difference was principally due to a further rise in prices of articles of food and

Section L.—ARMY SERVICES—*continued.*

forage after the Revised Estimates were prepared. Compared with the actuals of 1891-92 there was an increase of 597,5, due chiefly to the rise in prices of food just mentioned and to a fall in the rate of exchange for converting the pay of British troops into Indian Currency.

326. The expenditure in England exceeded the estimate by 294,3, chiefly owing to a payment of 212,4 to the War Office on account of arrears of the Home Charges of British Forces serving in India and to the disbursement of the furlough allowances and pay and pensions of non-effective and retired officers of the Indian Service monthly instead of quarterly as before.

Section L.—ARMY SERVICES—RECEIPTS.

XXXIII.—Army.

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
	INDIA—			
	EFFECTIVE SERVICES—			
16,5	Regimental Pay, Allowances and Charges	17,2	16,0	14,1
373,3	Commissariat Establishments, Supplies and Services	385,7	409,7	412,2
19,0	Remount and Veterinary Establishments, Supplies and Services	12,7	20,1	53,4
71,4	Clothing Establishments, Supplies and Services	67,1	66,5	78,5
2,3	Barrack Establishments, Supplies and Services	2,4	2,5	2,7
28,5	Medical Establishments, Supplies and Services	29,6	27,4	30,5
103,6	Ordnance Establishments, Stores and Camp Equipage	90,1	109,5	108,0
1,3	Education	1,3	1,3	1,3
5,4	Sea Transport Charges	7,5	5,6	4,8
32,4	Miscellaneous Services	13,8	14,5	18,4
653,7	TOTAL EFFECTIVE SERVICES	627,4	673,1	723,9
	NON-EFFECTIVE SERVICES—			
2	Rewards for Military Services	3	4,4	3,5
5	Military Pensions to Europeans	1	1	...
4	Military Pensions to Natives	1	3	3
64,6	Widows' Pensions and Compassionate Allowances	53,8	54,9	62,3
65,7	TOTAL NON-EFFECTIVE SERVICES	54,3	59,7	66,1
719,4	TOTAL INDIA	681,7	732,8	790,0
	ENGLAND—			
35,2	Effective Services	30,2	29,0	37,8
7,3	Non-Effective Services	8,0	8,8	8,6
42,5	TOTAL ENGLAND	38,2	37,8	46,4
18,5	EXCHANGE	19,1	22,7	27,9
780,4	GRAND TOTAL	739,0	793,3	864,3

327. The decrease in the receipts under *Regimental Pay, etc.*, was due to smaller receipts of Hutting money in Madras in consequence of revised arrangements for the accommodation of Native soldiers and also to recoveries of over-payments of previous years having been adjusted by deduction from charges instead of by credit as a receipt as formerly.

The details of the receipts under *Commissariat* are as follows:—

1891-92. Accounts.		1892-93. Budget.	1892-93. Revised.	1892-93. Accounts.
234,4	Sale of malt-liquor	252,5	260,5	260,7
74,4	Sale of provisions and stores	63,2	78,2	82,9
15,1	Sale of Rum	16,7	15,5	16,5
12,0	Khedda receipts	14,5	14,5	9,9
5,6	Sale of transport cattle	5,4	5,4	4,6
...	Receipts in connection with grass cultivation	...	...	4,3
31,8	Other heads	33,4	35,6	33,3
373,3	TOTAL	385,7	409,7	412,2

328. The principal increase (19,7) occurred under the second head, there having been larger sales of provisions, stores, and dairy produce, while malt liquor brought in 8,2 more, owing partly to larger sales and partly to English malt liquor having been supplied from stock to British troops at Aden before the system of supply under regimental arrangements was introduced. The receipts from Kheddas did not come up to the estimates owing to fewer elephants having been captured and sold, and the number of transport cattle condemned and sold was also smaller than anticipated. The realisations from grass farms were adjusted in the accounts as receipts instead of being deducted from the expenditure as before.

Section L.—ARMY SERVICES—RECEIPTS—*continued.*

XXXIII.—Army—*continued.*

329. The increase in *Remount* and *Veterinary* receipts resulted from the disposal of a large number of rejected remounts from depôts in Bengal, the transfer of a large number of animals to Native Cavalry regiments in Bengal on payment, more castings of regimental horses, increased sale of chargers to officers in Bengal and Madras, and a credit of 24,5 on account of the value of 260 horses taken to Egypt by the 7th Dragoon Guards.

330. The larger receipts under *Clothing* were due to extensive sales of necessaries and to the adjustment of the value of European stores supplied to the Military Police on the Eastern Frontier, Bengal, and to the Hong-Kong regiment. The supplies to the Hyderabad Contingent, however, fell off from 1,0 to 4.

331. The increased revenue under *Ordnance Stores* accrued chiefly from extensive sales of unserviceable stores in arsenals and factories, from a supply of stores to the British East Africa Company which was not provided for in the Budget, from larger supplies to the Hyderabad Contingent, and from larger issues of European stores and arms to the Police and other departments in Bengal and Madras. These increases were, however, to some extent counterbalanced by deductions from the receipts made in Bombay on account of large quantities of stores returned by other departments.

332. The receipts under *Sea Transport Charges* fell short of the Budget owing mainly to an overestimate in Bombay of the recoveries on account of table money.

Under *Miscellaneous Services* there were large receipts in connection with expeditions and field operations not foreseen when the Budget Estimate was framed. The recoveries on account of medals issued on payment were provided for in the Budget Estimate under this head, but the actuals were correctly compiled under *Rewards for Military Services*, which accounts for the increase under the latter head. The contributions towards *Widows Pensions, etc.*, were under-estimated, and some arrear contributions were also received from continuous service Royal Artillery and Royal Engineer Officers.

333. The receipts in England include 8,5 on account of the sale of the Indian Troopship *Jumna*. The realisations on account of subscriptions towards Indian Military Service Family Pensions were also higher owing to the disbursement monthly, instead of quarterly, of the Pay and Pensions from which these amounts are deducted.

Section L.—ARMY SERVICES—EXPENDITURE.

46.—Army.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	INDIA—			
	EFFECTIVE CHARGES—			
498,1	Army and Garrison Staff	517,9	506,4	504,2
191,9	Administrative Staff	195,7	193,2	192,0
7,081,5	Regimental Pay, etc.	7,324,0	7,285,6	7,327,1
3,684,0	Commissariat	3,279,0	3,540,5	3,664,1
295,8	Remounts and Veterinary	260,7	276,6	276,4
247,1	Clothing	236,1	263,6	249,7
240,1	Barrack Establishment, etc.	217,5	223,0	241,6
38,0	Administration of Martial Law	42,3	40,7	40,1
682,8	Medical	686,9	681,0	678,8
724,3	Ordnance	798,7	808,2	790,2
28,3	Ecclesiastical	28,3	28,3	28,1
44,2	Education	46,0	45,6	47,1
66,3	Sea Transport Charges	57,3	59,0	60,3
896,4	Miscellaneous Services	225,1	456,8	421,6
145,6	Volunteer Corps	166,6	164,5	160.6
14,861,4		14,082,1	14,573,0	14,681,9
—61,1	Unadjusted Expenditure	...	...	—24,0
14,800,3	TOTAL EFFECTIVE CHARGES (INDIA)	14,082,1	14,573,0	14,657,9
	NON-EFFECTIVE CHARGES—			
13,7	Rewards for Military Services	11,6	13,3	15,4
113,7	Military Pensions to Europeans	135,7	130,4	111,5
722,4	Ditto to Natives	691,5	718,9	719,2
30,7	Widows' Pensions and Compassionate Allowances	26,4	25,9	25,2
60,3	Superannuation Pensions and Gratuities	59,4	60,7	59,9
940,8	TOTAL NON-EFFECTIVE CHARGES (INDIA)	924,6	949,2	931,2
15,741,1	TOTAL INDIA	15,006,7	15,522,2	15,589,1
	ENGLAND—			
	EFFECTIVE CHARGES—			
796,8	Home Charges of British Forces serving in India	860,0	1,070,5	1,068,7
221,3	Furlough Allowances of Officers of the Indian Service	215,0	257,0	256,7
254,9	Indian Troop Service	244,7	241,0	237,4
6,9	Passage of Officers and Troops otherwise than in Troopship	9,6	7,7	7,7
		18,0	20,3	18,7
21,4	Miscellaneous	1,050,1	1,038,8	911,3
1,109,1	Stores for India			
2,410,4	TOTAL EFFECTIVE CHARGES (ENGLAND)	2,397,4	2,635,3	2,500,5
	NON-EFFECTIVE CHARGES—			
360,2	Retired Pay, etc., of British Forces on account of Service in India	389,1	399,0	398,9
1,681,9	Pay and Pensions of Non-effective and Retired Officers of the Indian Service	1,700,0	1,880,0	1,881,4
91,6	Miscellaneous Pensions	91,0	91,0	90,9
15,4	Indian Service Family Pensions	17,0	17,0	17,1
2,149,1	TOTAL NON-EFFECTIVE CHARGES (ENGLAND)	2,197,1	2,387,0	2,388,3
4,559,5	TOTAL ENGLAND	4,594,5	5,022,3	4,888,8
1,980,0	EXCHANGE	2,297,3	3,013,4	2,941,2
22,280,6	GRAND TOTAL	21,898,5	23,557,9	23,419,1

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Army and Garrison Staff.

334. The expenditure under Army and Garrison Staff is distributed as follows :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
54,7	Commander-in-Chief	53,6	53,4	52,4
49,3	Adjutant General	48,3	46,8	46,6
13,8	Artillery Branch	13,9	13,0	12,8
3,4	Cavalry Branch	3,5	3,5	3,6
22,7	Musketry Inspection	24,0	23,1	23,0
46,8	Quarter Master General	54,1	53,6	52,7
4,1	Gymnastic Instruction	4,3	3,9	3,8
3,0	Army Signalling	3 6	3,2	3,1
184,8	District Commands	187,4	180,8	180,7
60,7	Garrison and Station Staff	59,1	58,5	58,9
26,3	Hill Sanitaria	27,9	27,6	26,1
10,0	Miscellaneous Depôts	10,5	11,4	11,3
7,9	Staff of Local Forces	8,1	9,9	9,8
2	Bazaar Establishment	2	2	2
10,1	Station Conservancy	19,1	17,2	18,9
3	Staff Miscellaneous	3	3	3
498,1		517,9	506,4	504,2

335. There were petty savings under most heads, the most noticeable being that under *District Commands*, which was chiefly due to the abandonment of the scheme for a corps of military staff clerks for which a sum of 3,3 was provided in the Budget, and to the reduction of the Presidency Command in Bengal from a first to a second class command : this last saving was however counterbalanced by the elevation of the Punjab Frontier Force command from a second to a first class district, which accounts for the excess charge under *Staff of Local Forces*. The only other excess occurred under *Miscellaneous Depôts*, and was due to the officers at the Pallaveram Depôt having drawn higher salaries than were provided in the Budget. The increase over the previous years' expenditure was chiefly due to the reorganization at extra cost of the Intelligence Branch (India) of the *Quarter Master General's Department* and to larger grants for *Station Conservancy*.

Administrative Staff.

336. This head includes the charges for the Personal Staff of the Governor General, Governors and Lieutenant Governors, and for the Military Accounts Department. The variations were not important.

Regimental Pay.

337. Under this head the total charges approximated very closely to the Budget Estimate, but there were considerable variations in the details. The figures relating to the European and Native Armies are as follows :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
3,264,0	European Army	3,491,8	3,472,0	3,499,3
3,817,5	Native Army	3,832,2	3,813,6	3,827,8
7,081,5	TOTAL	7,324,0	7,285,6	7,327,1

338. The details of the principal sub-heads of the European Army are given below :—

1891-92. Accounts.		Budget.	1892 93. Revised.	Accounts.
823,0	Artillery	872,5	858,4	865,8
352,9	Cavalry	373,9	371,7	366,2
7,5	Engineers	8,9	6,4	6,1
2,013,9	Infantry	2,169,3	2,177,2	2,207,2
7,7	Invalid and Veteran Establishment	6,9	6,8	6,9
36,8	Staff Corps, General List of Officers, Unattached and Unemployed Officers	35,0	22,6	20,6
6,7	Colonel's Allowances	9,8	3,8	3,6
15,5	Other Charges	15,5	25,1	22,9
3,264,0		3,491.8	3,472,0	3,499.3

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Regimental Pay—*continued.*

339. The increase under *Infantry* was due to the relief arrangements and to the savings on account of the absence of officers on leave in England having been over-estimated. The savings under *Cavalry* also resulted from the relief arrangements and from the 7th Dragoon. Guards having proceeded to Egypt during the year without relief; those under *Artillery* accrued from short strength of troops and more officers having gone on furlough to Europe than had been expected, and from certain establishments having been paid for March 1892 in 1891-92. There were fewer unemployed officers of the *Engineers, Staff Corps, and General List Infantry*, and also fewer unemployed General officers. The rise in *Other Charges* was chiefly owing to a special bounty given for the extension of service of soldiers in India. The large increase in the charges compared with the actuals of the previous year was due chiefly to a lower rate of Exchange having been fixed for the year for the payment of British troops in India, namely, 1*s.* 4¾*d.* against 1*s.* 6½*d.* in 1891-92.

340. The details of the principal sub-heads under the Native Army are as follows :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
48,4	Artillery	50,1	48,1	48,9
13,1	Body-Guard	13,8	13,5	13,5
1,235,1	Cavalry	1,238,3	1,240,6	1,242,5
117,0	Sappers and Miners	115,4	114,9	115,6
2,233,6	Infantry	2,252,0	2,224,6	2,232,9
46,7	Annual grant-in-aid of half-mounting	48,0	46,7	46,6
43,0	Kit-money and Recruits	40,1	38,5	38,4
35,2	Hutting-money	31,4	39,9	28,2
27,0	Reserve Forces	26,6	29,8	42,7
18,4	Other Charges	16,5	17,0	18,5
3,817,5		3,832,2	3,813,6	3,827,8

341. The savings under *Artillery* and *Infantry* were due chiefly to under-estimates of the allowances to be made for the short strength of officers and for officers of junior rank as compared with the sanctioned complement, the excess under *Cavalry* being due to a similar over-estimate. The provision under *Kit-money* and *Grants-in-aid of half-mounting* was not utilized in full. Under *Hutting-money*, full hutting allowances were not claimed in Bengal to the extent estimated for, and the special grant of 4,0 for new lines at Nadi was not used, while the provision of 5,0 for cavalry lines in Madras had been erroneously made in the Budget under Miscellaneous Services. The Revised Estimate under *Hutting-money* was raised on account of some special grants which were not ultimately required.

342. The chief increase occurred under *Reserve Forces*, and was due to large payments in Bengal to reservists who joined regiments for annual training.

Commissariat Charges.

343. The details are classified as follows :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
502,3	Establishment	514,1	505,7	499,9
1,567,3	Supplies	1,524,9	1,600,5	1,705,3
1,087,4	Services	892,3	1,004,7	1,016,8
524,0	Transport Branch	347,7	429,6	442,1
3,681,0	TOTAL	3,279,0	3,540,5	3,664,1

344. The details of the expenditure under *Establishment* are given below :—

34,8	Supervising Staff	36,3	35,6	35,1
246,6	Executive Establishment	242,1	241,1	235,5
44,7	Ambulance Transport	45,7	45,0	46,7
163,6	Subordinate Establishment	176,3	170,3	170,3
10,1	Khedda Establishment	9,7	9,7	9,3
2,5	Other Heads	4,0	4,0	3,0
502,3		514,1	505,7	499,9

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Commissariat Charges—*continued.*

345. There were savings under all these sub-heads except Ambulance Transport, chiefly owing to sufficient allowance not having been made for savings through absence of officers on furlough, etc. Under Subordinate establishments the savings were also due in part to the special provision of 10,0 for an increase of pay to transport attendants not having been used in full, and to smaller subordinate establishments having been employed in connection with the experimental use of the Kurrachee route for troops proceeding to and returning from England.

346. Under *Supplies* the details are as follows:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
710,8	Provisions for Europeans	700,1	709,5	745,9
219,9	Provisions for Natives	197,0	205,8	223,4
	Compensation to Natives—			
282,1	(*a*) for dearness of provisions	235,0	315,5	361,0
71,1	(*b*) for dearness of forage	64,0	78,0	71,3
44,3	Purchase of Reserve Stock	29,2	24,2	27,3
2,0	Shwebo Canal Fuel and Fodder Reserve Scheme	2,7	...	...
229,6	Malt Liquor purchased locally	284,5	262,9	270,7
4,1	Rum	8,6	7	3,4
2,8	Dairy Farms	2,4	2,7	2,2
6	Contingent Expenses	1,4	1,2	1
1,567,3		1,524,9	1,600,5	1,705,3

347. It will be seen that, of the excess 180.4 over the Budget, 133,3 occurred in the charges for compensation for dearness of provisions and forage owing to high prices of articles of food for men and horses, and 45,8 under provisions for Europeans on account of large stocks laid in at certain stations in the Eastern and Western Circles, Bengal, and at outlying posts in Burma, and to a considerable rise in rates in the Western Circle in Bengal and in Madras. There was also an increase under Provisions for Natives, due mainly to higher rates of money allowance in lieu of rations in the Quetta district, to a rise in the price of rice in certain stations in Burma, and to charges incurred in the Bombay Circle on account of the military escort in Mekran, counterbalanced to some extent by a saving, due to the troops at Manipur having been rationed for a greater portion of the year from stock purchased in 1891-92. The saving of 1,9, under Purchase of reserve stock was due to smaller purchases in Madras and Bombay, and to articles of reserve stock, which were formerly supplied by the Store-keeper General, Madras, having been purchased direct by Commissariat officers and adjusted to ordinary heads. No expenditure was incurred against the provision of 2,7 for the Shwebo Canal fuel and fodder reserve scheme, the undertaking having been transferred to the administration of the Forest Department. Under Malt liquor the saving of 13,8 was owing to short purchases, and would have been still larger but for the fact that higher rates were paid to brewery companies in consequence of a fall in the rate of exchange. There was also a smaller consumption of rum, which led to a saving of 5,2. The large excess over both the actuals of the previous year and the Revised Estimate was due chiefly to the rise in the rates for articles of food for men and animals.

348. Under *Services* the following details are supplied:—

1891-92. Accounts.		Budget.	1892-93 Revised.	Accounts.
162,8	Hire of Transport	116,8	141,3	129,6
48,7	Sea and Inland Water Charges	36,0	44,6	42,0
455,5	Railway Charges	359,5	409,5	418,5
40,7	Grass Cultivation	49,6	49,6	50,2
219,2	Feed of Horses, Battery Mules, Yaboos, Bullocks, and Elephants	226,1	249,1	261,9
14,5	Regimental Equipment and Camp Contingencies	14,5	13,4	10,7
80,9	Implements, Godown Furniture, etc.	33,5	37,9	42,2
65,1	Other Heads	56,3	59,3	61,7
1,087,4		892,3	1,004,7	1,016,8

349. The excess over the Budget was large, amounting to 124,5, of which the greater part was made up by 59,0 under Railway charges, owing to a larger number of Native soldiers having proceeded on furlough, to more reservists having been called out for training, and to more stores having been despatched by rail, and by 35,8 under feed of horses, etc., due to large stocks laid in in the Western Circle, Bengal, and the Madras Circle, to higher prices of grain, and to an increase in the salt ration of horses, counterbalanced in the Eastern Circle, Bengal, by successful attempts to keep down expenditure by the use of a cheaper description of grain and forage, by the establishment of bullocks attached to the heavy

SectionL.—ARMY SERVICES—EXPENDITURE—*continued.*

Commissariat Charges—*continued.*

battery at Jhansi having been reduced, and by the Mounted Infantry in Burma having been below the authorized strength The excess under Hire of Transport of 12,8 was owing to arrear charges on account of the occupation of Manipur and to expenditure on account of cold-weather operations in Burma having been compiled under this head instead of under "Miscellaneous" (Grant 14), under which provision for it was made in the Budget. Conveyance by river steamers of the 28th Bombay Pioneers and Bengal and Madras Sappers and Miners employed on the Manipur-Nichuguard-Kohima road, and charges connected with the cold-weather field operations in Upper Burma chiefly raised the actuals under Sea and Inland Water charges by 6,0 The increase of 8,7 under Implements, etc., was due chiefly to charges in connection with the replenishment of condemned mobilization stores and the protection of these reserves. The principal increase under Other Heads arose from large purchases of warm clothing, and from the laying in of a reserve stock of bhoosa for the Hissar Cattle Farm.

350. Of the increase of 94,4 under *Transport*, 86,7 was on account of Captain Yielding's transport arrangements, Kashmir, for which there was no provision in the Budget. The remainder of the increase was due chiefly to larger purchase and higher rates for feed of animals, and to larger replacements of condemned carts, gear, and equipment.

Remounts and Veterinary.

351. The details are given below:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
3,2	Supervising Staff	3,3	3,3	3,1
24,0	Depôt Establishments	23,4	22,0	23,7
8,8	Veterinary Inspection	8,3	8,6	8·6
27,6	Station Veterinary Hospitals	28,2	28,4	29,0
3	Veterinary Schools	5	5	4
2,4	Remount Depôt, Garden Reach	2,5	2,5	2,5
159,0	Purchase of Remounts	132,4	146,1	133,9
37,6	Feed of Cattle and Remounts	31,1	33,5	40,1
32,9	Miscellaneous	31,0	31,7	35,1
295,8		260,7	276,6	276,4

352. The excess under *Purchase of Remounts* was due to the purchase of additional ordnance mules from South Africa for mountain batteries, for which an additional grant of 6,6 was sanctioned during the year. The road expenses of these mules and extra charges for transfer of remounts led to the excess under *Miscellaneous*. Under *Feed of Cattle, etc.*, the increase was due to a rise in the rates of grain and forage.

Clothing Establishments.

353. The charges fall under the following subheads:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
9,1	Superintending Establishments	9,1	9,1	8,7
5,0	Manufacturing and Store Establishments	4,8	5,6	5,6
	Supplies and Services—			
149,6	Factories	131,5	136,2	137,4
16,4	Regimental	20,2	23,2	20,1
67,0	Compensation in lieu of clothing	70,5	89,5	77,9
247,1		236,1	263,6	249,7

354. The increase was due to larger supplies for *Factories* having been obtained locally in Bengal and to the grant of special allowances for *Compensation in lieu of Clothing*, on the introduction of the new system of supply of clothing to British troops, for which however the provision made in the Revised Estimate was excessive.

Barrack Establishments.

355. The following are the details under this head:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
3,2	Executive Establishments	3,4	3,4	3,4
64,5	Subordinate Establishments	63,6	68,2	69,3
10,2	Barrack Furniture	7,7	10,7	9,9
68,8	Barrack Bedding	53,0	51,0	57,3
38,0	Lighting Charges	36,9	38,0	40,2
55,4	Miscellaneous	52,9	51,7	61,5
240,1		217,5	223,0	241,6

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Barrack Establishments—*continued.*

356. The actuals exceeded the Budget Estimate by 24,1 and the Revised Estimate by 18,6. The increase was due under *Subordinate Establishments* to larger conservancy and hot weather establishments in Bengal and Madras; under *Barrack Furniture* to increased purchases in Madras and under *Barrack Bedding* in Bombay; under *Lighting Charges* to a stock of kerosine oil laid in for issue in 1893-94; under *Miscellaneous* to increased expenditure on account of fuel in the Western Circle, the winter having been specially severe, and to larger establishments employed for the supply of water for plunge-baths and wash-houses.

Medical Establishments.

357. The charges are classified under the following heads:—

1891-92, Accounts.			Budget.	1892-93. Revised.	Accounts.
		Medical Establishment—			
23,0		Head Quarters and Circles	22,9	22,6	22,2
393,7		Districts	393,9	398,3	398,4
6,2		Nursing Service	12,7	11,1	11,0
25,3		Army Hospital Charges	27,4	26,8	25,6
18,6		Medical Store Depôts	18,6	18,4	18,2
2,7		Followers' Hospitals	2,2	2,4	2,3
13,8		Miscellaneous	26,7	19,8	12,4
	228,1	Medical Supplies	211,0	211,1	220,3
		Deduct—			
	28,6	Issues to other Departments	*28,5*	*29,5*	*31,6*
199,5			182,5	181,6	188,7
682,8			686,9	681,0	678,8

358. There was a saving on the whole under this head. The principal saving occurred under *Miscellaneous*, and was due to the special grant of 12,5 for opening new cantonment general hospitals in the Eastern and Western Circles, Bengal, not being fully utilised, and to certain cantonment hospitals not having been opened in Madras. Smaller savings also arose under *Nursing Service* and *Army Hospital Corps* owing to vacancies in the establishments. The savings due to these causes were however to some extent counterbalanced by extra charges under *Medical Establishments Districts*, owing to the employment of additional temporary hospital attendants in consequence of the vacancies just mentioned, and to charges in connection with the cold weather field operations in Burma having been adjusted under this head though provided for under "Miscellaneous" (Grant 14). The charges for *Medical Supplies* were enhanced owing to large stocks having been laid in, and to increased expenditure on account of medical stores and comforts generally.

Ordnance.

The charges are sub-divided below:—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
33,6	Supervising Staff	33.3	32,3	32,9
178,8	Arsenals and Depôts	177,6	181,8	183,3
165,2	Factories	177,3	196,6	187.6
9,9	Fort Armaments	18,6	16,3	15,8
	Stores—			
114,9	For Arsenals and Depôts	108,9	113,8	114,2
122,4	For Factories	165,2	150,8	148,6
17,7	Purchase of Timber	...	...	...
11,5	Freight	7,1	10,0	14,1
50,7	Camp Equipage	87.9	77,2	72,7
19,9	Line Gear	18,0	21,3	26,2
32,0	Other Charges	37,8	40,1	37,1
	Deduct—			
32,3	Supplies to other Departments	*33,0*	*32,0*	*42,3*
724,3		798,7	808,2	790,2

359. There was a saving on the whole of 8,5. The principal savings were under *Stores for Factories* (16,6) and *Camp Equipage* (15,2). Under the former head the savings were due to less stores having been purchased in Bengal and Madras on account of the expected introduction of cordite and to the demands for

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Ordnance—*continued.*

hides by the Harness and Saddlery Factory at Cawnpore not having come up to the large extra provision made in the Budget; but these savings were partially counteracted by larger expenditure for saltpetre and tin ingot caused by increased outturn in the Gunpowder and Small Arms, etc., Factories in Bombay. Under *Camp Equipage* fewer tents were purchased owing to the reduction of the proportion of tents to be maintained in future for mobilisation purposes, and to tents ordered to be manufactured in Madras in 1892-93 not having been completed in that year. There was also a further saving (9,3) owing to larger deductions under *Supplies to other Departments*, due especially to the issue of accoutrements for the use of the Hong-Kong Regiment and of ammunition to the Police Department.

360. On the other hand there was increased expenditure on establishments, both in *Arsenals and Depôts* and *Factories*, savings due to absence of officers on leave having been over-estimated in the former and sufficient provision not having been made for the larger establishment required for the larger outturn in the latter. The *Freight Charges* also exceeded the Budget Estimate, which was pitched rather low; and under *Line Gear* the Budget provision was exceeded in Madras owing to a large supply of horse brushes, horse blankets, and cordage having been obtained, and in Bombay owing to extensive replacements of stock. and to a large stock of head and heel ropes and of new pattern blankets for batteries being laid in.

Other Effective Charges.

361. *Education Charges* were higher by 1,1 owing to new furniture and clothing for orphans in the Lawrence Asylum, Sanawar.

362. The increase of 3,0 under *Sea Transport Charges* was due to passages engaged for surplus troops in a private vessel in April 1892.

363. The actuals under *Miscellaneous Services* include the following special expenditure, for which there was no provision in the Budget, but for which additional grants, amounting to 271,6, were sanctioned during the course of the year:—

	1892-93, Accounts.
Arrear charges on account of the late—	
Chin-Lushai Expedition	9
Hazara Expedition	1,1
Miranzai Expedition	1,9
Manipur Expedition	7,6
Charges for—	
Kajuri Kach Force	84,9
Kurram Escort	39,2
Lushai	27,0
South Lushai	20,2
Chin Hills Operations	30,3
Kachin Operations	1,4
Isazai Field Force	32,5
Gilgit Agency	10,3
	257,3

364. There was also an increase in telegram charges owing to heavy arrear charges in Bengal and in the charges on account of telegraph lines maintained for mobilisation purposes. There was, on the other hand, a saving owing to the adjustment under the ordinary heads of the charges for cold-weather field operations in Upper Burma, for which a sum of 60,0 was provided in the Budget under this head. There was less outlay on purchase of lands owing to land at Stoli and Nadi not having been acquired, as well as to the charges for Madras Cavalry lines, for which 5,0 was provided under this head, having been compiled under *Regimental Pay, etc.*

365. Under *Volunteer Corps* a provision of 10,0 in the Budget Estimate on account of special concessions to volunteers was not used in full, and such expenditure as was incurred has been compiled under the ordinary heads. The appointment of a Naval Officer Instructor for the Calcutta Naval Volunteers provided for in the Budget has not yet been sanctioned, and the pay of the Naval Instructor, Kurrachee Naval Volunteers, was saved owing to the disbandment of the corps. The proposal to raise a Railway Service Corps, for which 5,0 was provided in the Budget, was also abandoned.

Non-effective Charges.

366. The increase of 3,8 under *Rewards for Military Services* was due to a larger number of admissions of Native commissioned officers to the Order of British India and to heavy payments for Burma, Chin Lushai, and Hazara medals.

Section L.—ARMY SERVICES—EXPENDITURE—*continued.*

Non-effective Charges—*continued.*

367. The decrease under *Military Pensions to Europeans* was owing to fewer payments of capitalized value of officers' pensions, to transfers of pensions to England, and to casualties.

368. The increase under *Military Pensions to Natives* was due partly to an under-estimate of the charges in the Western Circle, Bengal, and partly to a rise in rates having caused increased expenditure under compensation for dearness of provisions to pensioners in Madras.

Expenditure in England.

369. In England arrears to the extent of 212,4 in respect of the Home charges of British forces serving in India were paid to the War Office in 1892-93 instead of in 1891-92 as was intended. There was a rise of 41,7 in furlough allowances of officers of the Indian Service owing to monthly payments of these allowances instead of quarterly as before; a reduction in the price of coal and in the Suez Canal dues resulted in a saving of 7,3 under Indian Troop Service; and a smaller number of passages had to be provided for officers otherwise than in troopships, which led to a saving of 1,9 on the Estimate. There was also a saving of 230,2 in Ordnance Stores, but this was partly counterbalanced by an increase of 64,0 in clothing, 10,2 in Commissariat stores, and 17,1 in Medical stores. Under Non-effective charges there was an increase of 11,2 in the payments to the War Office for retired pay of British forces serving in India. A large credit was allowed to India for the cessation of the half pay of purchase officers entering the Militia, India being charged only with a portion of the value of their commissions on retirement, but in the settlement a considerable sum was paid during the year on account of officers retired in former years. There was a saving of 1,4 in the non-effective pay of Colonels of the Royal Artillery, owing to the allowance of one officer having been in abeyance during his tenure of the office of Commander-in-Chief in India. The charges for pay and pensions of non-effective and retired officers of the Indian Service exceeded the Estimate by 181.4, due to the disbursement of such allowances monthly instead of quarterly as before.

Upper Burma Charges.

370. The details of the extra charges for Upper Burma during the year, which amounted to 502,6 against 529,2 in 1891-92, are given below. The Upper Burma charges include 70,7 on account of cold weather field operations and 108,8 on account of Chin-Lushai :—

Grants.	Upper Burma. Accounts. 1891-92.	1892-93.
Army and Garrison Staff	17,5	16,1
Administrative Staff	5,3	6,4
Regimental Pay, Allowances, and Charges	9,6	8,2
Commissariat Establishments, Supplies, and Services	420,7	406,9
Remount and Veterinary Establishments, Supplies, and Services	3,6	1,2
Clothing Establishments, Supplies, and Services	2,1	3
Barrack Establishments, Supplies, and Services	6,2	4,5
Administration of Martial Law	...	...
Medical Establishments, Supplies, and Services	22,8	17,5
Ordnance Establishments, Stores, and Camp Equipage	—9	—8,9
Ecclesiastical	4	6
Sea Transport Charges	10,2	8,5
Miscellaneous Services	26,1	36,9
Volunteer Corps	1	1
Rewards for Military Services	5,0	3,5
Military Pensions	5	8
Total	529,2	502,6

Section L.L.—SPECIAL DEFENCE WORKS—EXPENDITURE.

47.—Special Defence Works.

1891-92. Accounts.		Budget.	1892-93. Revised.	Actuals.
604,9	Expenditure	614,5	559,3	458,0

371. The actuals of 1892-93 fell short of those of the previous year by 146,9, which was the result principally of reduced expenditure in England on account of armaments and of a write-back of stock valued at 12,8 to "44—Military Works." The short outlay, as compared with the Budget and Revised Estimates, was chiefly due to the expenditure in England on stores and armaments having been over-estimated, and to reduced payments by the Indian to the Home Government, on account of Aden defence works, owing to the approaching completion of the supply of stores and armaments for them.

372. The distribution of the expenditure is noted below :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
304,7	India	270,9	279,3	255,7
209,3	England	229,1	175,0	126,3
90,9	Exchange	114,5	105,0	76,0
604,9	Total	614,5	559,3	458,0

Section M.—PROVINCIAL ADJUSTMENT.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
—240,9	Total Deficit .	—1,161,7	—363,8	—177,4

DETAILS.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Provincial.												
Revenue	Accounts .	1891-92	...	818,8	1,661,9	578,9	5,780,2	3,356,4	1,750,0	2,877,0	4,045,1	20,871,3
	Budget .	1892-93	...	790,8	1,833,6	553,3	4,165,1	3,142,2	1,706,6	2,871,8	3,907,4	18,970,8
	Revised .		...	775,0	2,039,5	565,7	4,228,2	3,260,8	1,702,2	2,945,3	3,973,1	19,489,8
	Accounts .		...	777,2	2,030,0	565,7	4,244,6	3,253,0	1,697,9	2,966,8	4,045,7	19,580,9
Expenditure	Accounts .	1891-92	...	801,2	1,614,3	547,8	5,792,1	3,360,8	1,751,7	3,118,8	4,098,3	21,085,0
	Budget .	1892-93	...	843,5	1,992,0	593,7	4,165,1	3,233,7	1,809,3	3,126,2	4,094,1	19,857,6
	Revised .		...	812,8	1,985,1	573,0	4,238,9	3,258,5	1,795,3	3,121,4	4,024,3	19,809,3
	Accounts .		...	799,0	1,963,3	556,4	4,254,4	3,269,7	1,804,0	3,125,9	4,069,6	19,842,3
Surplus or Deficit.	Accounts .	1891-92	...	+17,6	+50,6	+31,1	—11,9	—4,4	—1,7	—241,8	—53,2	—213,7
	Budget .	1892-93	...	—52,7	—158,4	—40,4	...	—91,5	—102,7	—254,4	—186,7	—886,8
	Revised .		...	—37,8	+54,4	—7,3	—10,7	+2,3	—93,1	—176,1	—51,2	—319,5
	Accounts .		...	—21,8	+66,7	+9,3	—9,8	—16,7	—106,1	—159,1	—23,9	—261,4
Closing Balance.	Accounts .	1891-92	...	205,4	381,2	135,9	235,3	512,4	277,1	419,1	407,0	2,573,4
	Accounts .	1892-93	...	183,6	447,9	145,2	225,5	495,7	171,0	260,0	383,1	2,312,0
Local.												
Revenue	Accounts .	1891-92	13,3	118,2	157,4	96,2	609,8	1,086,6	362,9	1,060,2	511,3	4,015,9
	Budget .	1892-93	12,2	116,1	148,2	94,9	582,2	1,062,6	361,1	1,059,8	513,5	3,950,6
	Revised .		13,1	116,6	157,5	80,5	660,9	1,075,3	361,2	1,216,0	511,8	4,192,9
	Accounts .		13,8	117,2	161,0	71,3	708,2	1,074,6	369,4	1,243,7	507,8	4,267,0
Expenditure	Accounts .	1891-92	13,3	110,6	118,9	84,8	632,4	1,060,4	371,7	1,159,3	491,7	4,043,1
	Budget .	1892-93	14,2	137,0	155,0	105,7	655,4	1,047,6	379,6	1,212,1	517,9	4,225,5
	Revised .		13,9	119,4	139,6	99,8	689,2	1,051,6	380,1	1,212,7	530,9	4,237,2
	Accounts .		13,3	116,8	131,6	95,9	709,6	1,051,2	371,2	1,176,9	516,5	4,183,0
Surplus or Deficit.	Accounts .	1891-92	...	+7,6	+38,5	+11,4	—22,6	+26,2	—8,8	—99,1	+19,6	—27,2
	Budget .	1892-93	—2,0	—20,9	—6,8	—11,8	—73,2	+15,0	—18,5	—152,3	—4,4	—274,9
	Revised .		—8	—2,8	+17,9	—19,3	—28,3	+23,7	—18,9	+3,3	—10,1	—44,3
	Accounts .		+5	+4	+29,1	—24,6	—1,4	+23,4	—1,8	+66,8	—8,7	+84,0
Closing Balance	Accounts .	1891-92	13,1	85,0	103,4	28,8	166,9	88,1	195,9	549,0	380,3	1,610,5
	Accounts .	1892-93	13,6	85,4	132,8	4,2	165,5	111,5	194,1	615,8	371,6	1,694,5
Total.												
Revenue	Accounts .	1891-92	13,3	937,0	1,822,3	675,1	6,390,0	4,443,0	2,112,9	3,937,2	4,556,4	24,887,2
	Budget .	1892-93	12,2	906,9	1,981,8	648,2	4,747,3	4,204,8	2,067,7	3,931,6	4,420,9	22,921,4
	Revised .		13,1	891,6	2,197,0	646,2	4,889,1	4,336,1	2,063,4	4,161,3	4,484,9	23,682,7
	Accounts .		13,8	894,4	2,191,0	637,0	4,952,8	4,327,6	2,067,3	4,210,5	4,553,5	23,847,9
Expenditure	Accounts .	1891-92	13,3	911,8	1,733,2	632,6	6,424,5	4,421,2	2,123,4	4,278,1	4,590,0	25,128,1
	Budget .	1892-93	14,2	980,5	2,147,0	700,4	4,820,5	4,281,3	2,188,9	4,338,3	4,612,0	24,083,1
	Revised .		13,9	932,2	2,124,7	672,8	4,928,1	4,310,1	2,175,4	4,334,1	4,555,2	24,046,5
	Accounts .		13,3	915,8	2,084,9	652,3	4,964,0	4,320,9	2,175,2	4,302,8	4,586,1	24,025,3
Surplus or Deficit.	Accounts .	1891-92	...	+25,2	+89,1	+42,5	—34,5	+21,8	—10,5	—340,9	—33,6	—240,9
	Budget .	1892-9	—2,0	—73,6	—165,2	—52,2	—73,2	—76,5	—121,2	—406,7	—191,1	—1,161,7
	Revised .		—8	—40,6	+72,3	—26,6	—39,0	+26,0	—112,0	—172,8	—70,3	—363,8
	Accounts .		+5	—21,4	+96,1	—15,3	—11,2	+6,7	—107,9	—92,3	—32,6	—177,4
Closing Balance.	Accounts .	1891-92	13,1	290,4	484,6	164,7	402,2	600,5	473,0	968,1	787,3	4,183,9
	Accounts .	1892-93	13,6	269,0	580,7	149,4	391,0	607,2	365,1	875,8	754,7	4,006,5

373. The figures shown under this head represent the surplus or deficit of each Provincial Government in respect of the revenues and charges assigned to it, including Incorporated Local Funds. The differences between the Estimates and Accounts under the various Revenue and Expenditure heads have been explained in detail in the foregoing pages, and the share of these pertaining to the Provincial and Local sections of the accounts for the several groups is given below separately for each province. The total Provincial and Local shares of the Revenues were, on the whole, better than the Budget by 610,1 and 316,4, respectively, and the expenditure less by 15,3 and 42,5, consequently the Provincial and Local balances were better than expected by 610,1 + 15,3 or 625,4 and 316,4+42,5 or 358,9, respectively.

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

The Budget anticipated that there would be deficits in the Provincial and Local Accounts to the extent of 886,8 and 274,9 respectively, and as there were improvements of 625,4 and 358,9 over the Budget as just shown, the Provincial balance was diminished during the year by (886,8—625,4) 261,4 and the Local balance was increased by (358,9—274,9) 84,0, so the Provincial and Local balances being taken together the actual decrease in the balances in the course of the year amounted to 261,4—84,0 or 177,4 as shown above. The improvement in this year is distributed over all the Provinces, Madras showing the highest increase of 314,4. Next in order come Burma and Bombay, where the increases were 261,3 and 158,5, respectively. The better result was due to improvement in the receipts under principal heads of Revenue, specially under Land Revenue, in consequence of arrear collections in Madras and revision of settlement in some districts of Burma and Bombay, and less expenditure under Public Works Department. The improvements, in the other provinces, were small and do not call for special notice.

Central Provinces.

Revenue. 1891-92. Accounts.	Budget.	1892-93. Revised.	Accounts.		Expenditure. 1891-92. Accounts.	Budget.	1892-93. Revised.	Accounts.
				Provincial—				
737,9	707,3	705,0	703,9	Revenue	166,5	180,7	174,0	172,3
3,8	3,8	4,0	4,2	Interest	2,8	3,7	3,5	3,4
9	5	9	8	Post Office, Telegraph, and Mint	6,1	5,9	6,2	6,2
60,3	65,8	50,2	52,3	Civil Departments	375,0	420,2	394,0	387,3
9,3	8,0	9,4	10,1	Miscellaneous	44,8	44,7	48,8	46,3
6,6	5,4	5,5	5,9	Buildings and Roads	199,2	180,1	177,7	174,9
...	...	...	...	Transfers to Local	6,8	8,2	8,6	8,6
818,8	790,8	775,0	777,2	Total	801,2	843,5	812,8	799,0
				Local—				
78,7	78,2	78,2	77,2	Revenue	41,3	47,2	45,3	43,5
19,4	17,5	18,6	19,9	Civil Department	34,7	43,4	39,0	40,3
5,0	4,6	3,2	3,6	Miscellaneous	1,1	1,6	1,0	1,0
...	...	...	...	Famine Relief and Insurance	...	...	1	...
8,3	7,6	8,0	7,9	Buildings and Roads	33,5	44,8	34,0	32,0
6,8	8,2	8,6	8,6	Transfers from Provincial	...	...	...	...
118,2	116,1	116,6	117,2	Total	110,6	137,0	119,4	116,8
937,0	906,9	891,6	894,4	Grand Total	911,8	980,5	932,2	915,8
				Surplus + Deficit —	+25,2	—73,6	—40,6	—21,4

Burma.

Revenue. 1891-92. Accounts.	Budget.	1892-93. Revised.	Accounts.		Expenditure. 1891-92. Accounts.	Budget.	1892-93. Revised.	Accounts.
				Provincial—				
1,145,3	1,122,8	1,224,3	1,229,9	Revenue	220,5	328,7	333,2	323,8
2,0	2,0	2,0	1,8	Interest	1,3	1,4	1,2	1,2
...	...	...	...	Post Office, Telegraph and Mint	4,9	4,9	4,6	4,5
94,3	92,0	96,4	98,0	Civil Departments	607,8	655,0	638,4	626,2
6,4	5,2	7,2	7,3	Miscellaneous	67,9	72,7	77,5	80,3
406,0	600,0	695,0	678,7	Railways	343,5	550,0	550,5	562,3
3,7	5,0	5,0	5,3	Irrigation	94,0	85,0	74,1	72,7
7,2	6,6	9,6	9,0	Buildings and Roads	271,9	294,2	309,7	296,4
...	...	...	...	Transfers to Local	2,5	1	—4,1	—4,1
1,664,9	1,833,6	2,039,5	2,030,0	Total	1,614,3	1,992,0	1,985,1	1,963,3
				Local—				
101,2	94,7	101,6	103,7	Revenue	6,3	5,1	5,9	4,7
...	...	...	...	Interest	...	...	1	1
...	...	...	...	Post Office, Telegraph and Mint	8,3	8,5	8,5	8,4
				Civil Departments	40,0	47,6	34,9	33,2
7,0	6,6	8,2	8,3	Miscellaneous	9,3	9,5	9,3	8,6
30,4	30,4	32,2	33,2	Irrigation	4,8	4,6	6,5	6,8
4,2	4,3	6,2	5,6	Buildings and Roads	50,2	79,7	74,4	69,8
12,1	12,1	13,4	14,3	Transfers from Provincial	...	...	...	...
2,5	1	—4,1	—4,1					
157,4	148,2	157,5	161,0	Total	118,9	155,0	139,6	131,6
1,822,3	1,981,8	2,197,0	2,191,0	Grand Total	1,733,2	2,147,0	2,124,7	2,094,9
				Surplus + Deficit —	+89,1	—165,2	+72,3	+96,1

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

Assam.

1891-92. Accounts.	Revenue. 1892-93. Budget.	1892-93. Revised.	Accounts.		1891-92. Accounts.	Expenditure. 1892-93. Budget.	1892-93. Revised.	Accounts.
				PROVINCIAL—				
532,2	510,4	520,1	518,7	Revenue	112,9	125,6	114,0	111,6
1	1	1	1	Interest	1	1	1	1
...	...	...	...	Post Office, Telegraph and Mint	1	1	1	1
27,9	24,2	27,4	26,1	Civil Departments	269,2	264,8	274,7	276,7
3,7	5,1	4,7	7,0	Miscellaneous	20,7	21,3	20,6	20,8
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	3	5,2	3,6	4,2
8,4	8,8	8,7	8,5	Railways	18,0	18,6	17,8	17,3
6,6	4,7	4,7	5,3	Buildings and Roads	107,5	139,0	140,6	132,2
...	...	...	...	Transfers to Local	19,0	19,0	1,5	—6,6
578,9	553,3	565,7	565,7	TOTAL	547,8	593,7	573,0	556,4
				LOCAL—				
54,8	54,7	55,7	54,9	Revenue	3	3	3	3
...	...	...	..	Post Office, Telegraph and Mint	3,7	3,9	3,8	3,8
11,4	11,0	12,3	11,9	Civil Departments	26,6	29,5	28,3	28,3
5	6	6	6	Miscellaneous	2,2	2,4	2,2	2,1
10,5	9,6	10,4	10,5	Buildings and Roads	52,0	70,6	65,2	61,4
19,0	19,0	1,5	—6,6	Transfers from Provincial	...	...	...	...
96,2	94,9	80,5	71,3	TOTAL	84,8	106,7	99,8	95,9
675,1	648,2	646,2	637,0	GRAND TOTAL	632,6	700,4	672,8	652,3
				SURPLUS + DEFICIT—	+42,5	—52.2	—26,6	—15,3

Bengal.

1891-92. Accounts.	Revenue. 1892-93. Budget.	1892-93. Revised.	Accounts.		1891-92. Accounts.	Expenditure. 1892-93. Budget.	1892-93. Revised.	Accounts.
				PROVINCIAL—				
3,342,0	3,034,3	3,110,9	3,114,6	Revenue	658,6	601,5	609,2	607,7
11,8	16,2	13,2	14,3	Interest	10,1	12,1	12,0	12,2
...	...	...	2	Post Office, Telegraph and Mint	4	...	4	7
416,1	410,5	383,0	386,9	Civil Departments	2,349,1	2,322,6	2,338,7	2,356,5
112,0	97,1	101,0	102,0	Miscellaneous	323,1	284,0	319,6	327,3
...	...	...	...	Famine Relief and Insurance	...	10,0	3	1
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	8	...	...	...
1,604,0	320,0	321,2	310,6	Railways	1,426,4	8	2,6	2,6
253,8	241,4	255,3	276,7	Irrigation	533,2	544,8	537,6	521,8
40,5	45,6	43,6	39,3	Buildings and Roads	402,5	315,0	293,5	290,5
...	...	...	...	Transfers to Local	87,9	74,3	125,0	135,0
5,780,2	4,165,1	4,228,2	4,244,6	TOTAL	5,792,1	4,165,1	4,238,9	4,254,4
				LOCAL—				
398,2	390,0	386,0	418,8	Revenue	2,6	2,2	3,0	1,4
4,3	4,9	4,9	4,9	Interest	6	5	1,0	1,0
1,6	1,5	1,5	1,5	Post Office, Telegraph and Mint	36,7	36,6	37,1	36,6
53,1	52,2	76,0	78,4	Civil Departments	153,6	146,1	175,5	175,1
22,0	19,0	23,2	24,5	Miscellaneous	9,8	11,7	10,3	10,9
...	...	...	...	Famine Relief and Insurance	1,2	10,0	30,0	28,6
1,3	1,3	1,3	1,4	Irrigation	1,3	8	1,3	1,2
41,4	39,0	43,0	43,7	Buildings and Roads	426,6	447,5	431,0	454,8
87,9	74,3	125,0	135,0	Transfers from Provincial	...	...	...	...
609,8	582,2	660,9	708,2	TOTAL	632,4	655,4	689,2	709,6
6,390,0	4,747,3	4,889,1	4,952,8	GRAND TOTAL	6,424,5	4,820,5	4,928,1	4,964,0
				SURPLUS + DEFICIT—	—34,5	—73,2	—39,0	—11,2

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

North-Western Provinces and Oudh.

1891-92. Accounts.	Revenue. 1892-93. Budget.	1892-93. Revised.	Accounts.		1891-92. Accounts.	Expenditure. 1892-93. Budget.	1892-93. Revised.	Accounts.
				PROVINCIAL—				
2,400,3	2,362,3	2,378,0	2,366,6	Revenue	553,2	561,3	541,2	540,3
23,3	32,3	19,2	20,0	Interest	18,9	24,0	23,6	23,8
160,7	151,3	152,7	153,1	Civil Departments	1,255,4	1,244,2	1,280,3	1,279,7
34,2	33,1	34,4	39,2	Miscellaneous	241,0	244,2	249,4	255,4
...	...	...	...	Famine Relief and Insurance	2	...	...	...
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	2,3	...	...	...
58,3	...	...	...	Railways	37,8	4,0	4,2	4,1
599,2	487,2	587,3	579,5	Irrigation	550,0	575,5	566,8	564,6
80,4	76,0	89,2	94,6	Buildings and Roads	438,7	341,6	345,0	352,3
...	...	...	...	Transfers to Local	263,3	238,9	248,0	249,5
3,356,4	3,142,2	3,260,8	3,253,0	TOTAL	3,360,8	3,233,7	3,258,5	3,269,7
				LOCAL—				
767,2	766,6	770,3	767,8	Revenue	318,3	328,1	320,9	318,8
2,1	2,1	2,0	1,9	Interest	...	...	...	...
...	...	...	...	Post Office, Telegraph and Mint	18,3	18,5	18,4	18,4
33,3	34,0	34,7	34,6	Civil Departments	456,4	459,8	465,7	467,9
14,1	13,8	13,7	13,6	Miscellaneous	3,3	3,3	3,6	3,8
6,6	7,2	6,6	7,2	Buildings and Roads	264,1	237,9	243,0	242,3
263,3	238,9	248,0	249,5	Transfers from Provincial	...	...	...	...
1,086,6	1,062,6	1,075,3	1,074,6	TOTAL	1,060,4	1,047,6	1,051,6	1,051,2
4,443,0	4,204,8	4,336,1	4,327,6	GRAND TOTAL	4,421,2	4,281,3	4,310,1	4,320,9
				SURPLUS + DEFICIT—	+21,8	—76,5	+26,0	+6,7

Punjab.

1891-92. Accounts.	Revenue. 1892-93. Budget.	1892-93. Revised.	Accounts.		1891-92. Accounts.	Expenditure. 1892-93. Budget.	1892-93. Revised.	Accounts.
				PROVINCIAL—				
1,497,7	1,466,7	1,470,4	1,467,0	Revenue	284,0	328,3	313,9	314,2
24,0	27,2	29,1	27,3	Interest	18,6	20,5	20,8	20,4
4	4	4	6	Post Office, Telegraph and Mint	9,9	11,5	11,5	11,9
141,4	140,3	133,1	133,5	Civil Departments	968,8	1,016,8	1,018,8	1,027,2
29,8	27,8	27,3	26,7	Miscellaneous	142,5	142,5	136,7	133,9
11,2	...	...	...	Railways	19,9	...	...	...
6,8	7,3	6,2	5,4	Irrigation	22,2	20,6	30,8	28,9
38,7	36,9	35,7	37,4	Buildings and Roads	329,2	313,1	307,3	310,5
...	...	...	...	Transfers to Local	—43,4	—44,0	—44,5	—43,0
1,750,9	1,706,6	1,702,2	1,697,9	TOTAL	1,751,7	1,809,3	1,795,3	1,804,0
				LOCAL—				
345,3	348,0	349,6	353,3	Revenue	122,0	124,0	124,1	120,4
1	1	1	1	Interest	...	...	...	...
4,7	4,1	4,6	4,3	Post Office, Telegraph and Mint	5,1	5,3	5,2	5,2
26,5	24,2	24,0	24,7	Civil Departments	118,8	127,0	125,0	125,8
3,8	4,1	3,3	3,3	Miscellaneous	10,1	7,8	7,0	6,5
3,0	1,8	1,8	1,6	Irrigation	6	7	6	6
22,9	22,8	22,3	25,1	Buildings and Roads	115,1	114,8	118,2	112,7
—43,4	—44,0	—44,5	—43,0	Transfers from Provincial	...	...	...	...
362,9	361,1	361,2	369,4	TOTAL	371,7	379,6	380,1	371,2
2,112,9	2,067,7	2,063,4	2,067,3	GRAND TOTAL	2,123,4	2,188,9	2,175,4	2,175,2
				SURPLUS + DEFICIT—	—10,5	—121,2	—112,0	—107,9

Section M.—PROVINCIAL ADJUSTMENT—*concluded.*

Madras.

Revenue. 1891-92. Accounts.	Revenue. 1892-93. Budget.	Revised.	Accounts.		Expenditure. 1891-92. Accounts.	1892-93. Budget.	Revised.	Accounts.
				PROVINCIAL—				
2,637,9	2,640,9	2,693,5	2,708,2	Revenue	718,6	729,9	724,4	730,4
4,4	5,3	10,0	8,5	Interest	6,9	10,3	14,2	14,3
..	...	1	1	Post Office, Telegraph and Mint	9,0	9,5	8,0	7,9
174,9	169,1	185,3	191,8	Civil Departments	1,363,8	1,386,2	1,401,5	1,409,8
27,5	27,5	26,1	28,7	Miscellaneous	222,2	232,3	226,0	224,7
...	...	...	...	Famine Relief	15,7	100,0	30,0	24,4
...	...	...	...	Construction of Railways	42,7	155,0	87,5	91,9
...	...	...	...	Railways	3,6		...	...
16,1	15,0	15,5	16,0	Irrigation	399,9	315,0	335,9	333,2
16,2	14,0	14,8	13,5	Buildings and Roads	313,8	293,0	269,5	253,8
...	...	...	...	Transfers to Local	22,6	—105,0	24,4	35,5
2,877,0	2,871,8	2,945,3	2,966,8	TOTAL	3,118,8	3,126,2	3,121,4	3,125,9
				LOCAL—				
850,1	982,5	1,005,0	1,020,7	Revenue	417,0	462,7	424,7	420,4
10,2	9,3	10,0	10,0	Interest	6	9	1,0	8
20,5	22,9	22,3	23,4	Civil Department	260,5	283,5	271,4	259,9
57,0	54,7	60,1	59,6	Miscellaneous	27,8	32,8	31,1	30,6
...	...	...	...	Irrigation	2,4	3,1	2,2	1,9
99,8	95,4	94,2	94,5	Buildings and Roads	451,0	429,1	482,3	463,3
22,6	—105,0	24,4	35,5	Transfers from Provincial	...	...	...	...
1,060,2	1,059,8	1,216,0	1,243,7	TOTAL	1,159,3	1,212,1	1,212,7	1,176,9
3,937,2	3,931,6	4,161,3	4,210,5	GRAND TOTAL	4,278,1	4,338,3	4,334,1	4,302,8
				SURPLUS + DEFICIT—	—340,9	—406,7	—172,8	—92,3

Bombay.

Revenue. 1891-92. Accounts.	Revenue. 1892-93. Budget.	Revised.	Accounts.		Expenditure. 1891-92. Accounts.	1892-93. Budget.	Revised.	Accounts.
				PROVINCIAL—				
3,758,1	3,608,5	3,662,0	3,728,6	Revenue	1,715,0	1,785,0	1,759,3	1,812,3
23,2	26,3	26,5	25,9	Interest	17,9	19,9	20,5	20,5
5	5	...	...	Post Office, Telegraph and Mint	11,1	11,1	10,6	10,5
151,1	146,6	159,4	164,5	Civil Departments	1,523,7	1,594,9	1,515,5	1,510,9
35,4	36,5	37,8	38,3	Miscellaneous	249,9	246,8	254,7	256,8
...	...	...	...	Famine Relief	2	10,0	3	3
...	...	...	...	Construction of Railways	117,2	23,0	43,3	42,2
...	10,7	6,5	6,4	Railways	—1	7,7	5,8	6,4
1,7	1,3	2,1	1,7	Irrigation	3,8	10,5	2,0	1,0
75,1	77,0	78,8	80,3	Buildings and Roads	398,2	322,5	348,2	351,7
...	...	...	...	Transfers to Local	61,4	62,7	64,1	57,0
4,045,1	3,907,4	3,973,1	4,045,7	TOTAL	4,098,3	4,094,1	4,024,3	4,069,6
				LOCAL—				
320,2	327,5	317,6	318,2	Revenue	32,0	33,2	32,6	33,3
8	8	8	8	Interest	1,2	1,1	1,1	1,2
66,9	63,9	68,1	68,2	Civil Departments	196,6	209,9	201,6	201,1
11,0	8,6	2,6	2,6	Miscellaneous	7,5	8,0	8,1	7,3
51,0	50,0	58,6	61,0	Buildings and Roads	254,4	265,7	287,5	273,6
61,4	62,7	64,1	57,0	Transfers from Provincial	...	...	...	...
511,3	513,5	511,8	507,8	TOTAL	491,7	517,9	530,9	516,5
4,556,4	4,420,9	4,484,9	4,553,5	GRAND TOTAL	4,590,0	4,612,0	4,555,2	4,586,1
				SURPLUS + DEFICIT—	—33,6	—191,1	—70,3	—32,6

Section N.—EXPENDITURE NOT CHARGED TO REVENUE.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts
3,502,0	EXPENDITURE	4,035,0	3,986,7	3,986,3

374. In 1891-92 the total capital expenditure on Railways and Irrigation Works shown under 48 and 49 capital expenditure in this group was limited to 3,500,0 and the capital expenditure incurred in excess of this sum was charged against the Famine Insurance Grant as capital expenditure on Protective Railways. In 1892-93 a larger programme for capital expenditure was sanctioned, but the amount to be shown under this group was limited to 3,500,0 *plus* the actual expenditure during the year on the Bareilly-Rampur-Moradabad Railway and the Jherria Extension of the East Indian Railway, and the remainder of the total capital expenditure was to be shown partly under the Famine Insurance Grant and partly under "37.—Construction of Railways." The following table shows the comparison of the whole of the capital expenditure with the estimates of the year and the actuals of the previous year :—

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
484,8	34. Construction of Protective Railways	1,011,7	993,9	984,5
...	37. Construction of Railways, Imperial	118,3	158,5	201,2
2,770,3	48. State Railways	3,485,0	3,436,7	3,455,2
729,7	49. Irrigation Works	550,0	550,0	531,1
3,984,8		5,165,0	5,139,1	5,172,0

375. In order to compare the actual expenditure with the sanctioned grant, the figures connected with the Bareilly-Rampur-Moradabad Railway and the Jherria Extension of the East Indian Railway should be excluded, as the grants allotted for them were outside the ordinary grant for capital expenditure and could not be diverted for other purposes. The Budget also included a grant of 300,0 for the Assam-Bengal Railway, but the construction of the line having been made over to a Company during the year, the grant was transferred from this head and applied to meet the expenditure incurred by the Company and charged against its deposit account. A refund of 47,9 was also obtained from the Company on account of the outlay incurred by Government on the line before its transfer to the Company, and this has been adjusted by deduction from the total expenditure. As this amount cannot be considered to have been available for expenditure during the year, it should also be left out of account in the comparison of the actual expenditure with the sanctioned grant. On the other hand the following additional grants were sanctioned during the course of the year, and should be included in the sanctioned grants :—

For the East Coast Railway	150,0
„ East Indian Railway, Azimgunge Ferry	14,3
„ Tirhoot Railway, Rolling Stock	83,0
„ Godra-Rutlam Railway	130,0
	377,3

If allowance be made for all the special items mentioned above the comparison would stand as follows :—

	Budget.	Accounts.
Total as shown above	5,165,0	5,172,0
Deduct for Jherria Extension and Bareilly-Rampur-Moradabad Railway	—535,0	—486,3
Assam-Bengal Railway	—300,0	+47,9
Add for additional grants sanctioned during the year shown above	+377,3	...
	4,707,3	4,733,6

The actual expenditure has thus exceeded the sanctioned grants by 26,3, and this has been allowed for in the Revised grant for 1893-94.

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*

48.—State Railways.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
	Principal Lines under Construction—			
...	East Indian Jherria Extension	160,0	190,0	234,5
2c4,5	Godra-Rutlam	450,0	580,0	633,4
506,2	Mu Valley	502,1	447,6	447,7
47,9	Bengal-Assam, Northern Section	300,0	—29,9	—33,6
87,4	Barsoe-Kissengunge	20,0	43,2	45,6
31,9	Lucknow-Rai Bareilly-Benares	205,0	154,6	126,8
18,6	Bareilly-Rampur-Moradabad	375,0	296,7	251,8
68,1	Mari-Attock	285,0	204,4	211,1
182,4	Mushkaf-Bolan	200,0	255,9	267,2
111,7	Dharmaveram-Hindupur	150,0	100,0	102,7
1,303,7	East Coast, including Kistna	1,088,1	1,248,9	1,233,6
1,1	Meiktila Branch	6,9	26,9	27,6
...	Palanpur-Deesa	...	12,0	11,2
24,0	Frontier Railway Reserve	33,5	33,0	30,1
2,587,5	Total	3,775,6	3,563,3	3,589,7
	Principal Open Lines—			
—75,1	East Indian	140,1	599,4	6c4,1
—44,3	Rajputana-Malwa	11,0	64,1	51,4
128,3	Eastern Bengal	180,7	133,7	89,5
2,1	Oudh and Rohilkund	58,5	—24,3	—19,7
265,7	North-Western	433,1	425,0	445,2
...	Guntakul-Dharmaveram	...	358,8	357,8
—174,5 / 351,4	South Indian / Villupuram-Guntakul	227,0	—164,2	—202,6
453,6	Total	1,050,4	1,392,5	1,325,7
214,0	Other Railways and Stores	—211,0	—366,7	—274,5
3,255,1	GRAND TOTAL	4,615,0	4,589,1	4,640,9
	Distributed as below :—			
484,8	34. Construction of Protective Railways	1,011,7	993,9	984,5
...	37. Construction of Railways charged to Revenue, Imperial	118,3	158,5	201,2
2,770,3	48. State Railways	3,485,0	3,436,7	3,455,2
3,255,1	Total	4,615,0	4,589,1	4,640,9
2,015,5	India	2,542,0	2,880,3	2,983,7
864,3	England	1,382,0	1,068,0	1,034,7
375,3	Exchange	691,0	640,8	622,5
3,255,1	Total	4,615,0	4,589,1	4,640,9

376. As regards the *Lines under Construction* the Jherria Extension was commenced during the year and greater progress was made than expected owing to the utilisation of second-hand material instead of waiting for new material which must have been indented for from England. The grant for the Godra-Rutlam also was exceeded owing to a larger supply of materials from England. The lapse on the grant for the Mu Valley Railway was due to the stoppage of work on one division for a part of the year under the orders of the Government of India. The construction of the Assam-Bengal Railway was made over to a Company during the year and the past outlay incurred by Government on the line was transferred to the Company's account by credit under this head. The Barsoe-Kissengunge Extension of the Eastern Bengal Railway was completed during 1892-93 and the actual expenditure exceeded the grant owing to larger outlay on water-ways and the raising of embankments rendered necessary by floods. The Lucknow-Rai Bareilly-Benares and the Bareilly-Rampur-Moradabad Railways were commenced towards the end of the year 1891-92, and the full amounts allotted for them in 1892-93 could not be utilised owing to a delay in the receipt of stores from England. The progress of the Mari-Attock line was considerably retarded by the prevalence of cholera and other sickness in the

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*

48.—State Railways—*continued.*

neighbourhood, but the Mushkaf-Bolan line was pushed on more rapidly than was at first allowed for. The grant for the East Coast Railway was increased during the course of the year and work was pushed on to a greater extent than was contemplated in the Budget programme. The Palanpur-Deesa line was commenced during the year, though no provision had been made for it in the Budget. As regards the Meiktila Branch, provision was made in the Budget for it only as a famine relief work, but funds were subsequently allotted to complete the work.

377. As regards the *Open Lines*, the large expenditure against the East Indian Railway is due to the transfer of the outlay on the Patna-Gya Railway on its amalgamation with the undertaking, and to the cost of re-sleepering that line having been debited to Capital under the orders of the Government of India. On the Rajputana-Malwa line the expenditure against final heads of account was less than the Budget Estimate, owing to debits for land required at Delhi not having been raised by the Civil Department, to the late receipt of sanction to an estimate for fencing, to sale of press machinery, to credits for materials returned into store, and to the sale of an engine; but, on the other hand, the store balance was not reduced as anticipated, owing to an adjustment on account of rails received from the Bengal-Nagpur Railway, to large purchases of coal and timber late in the year, and to less issue of stores to Re venue and Capital works. There was a large lapse on the grant for the Eastern Bengal Railway in consequence of the late arrival from England of materials for the construction of goods wagons. On the Oudh and Rohilkhand Railway certain works were postponed, and the supplies of materials from England were smaller and at the same time credits were obtained for issue of stores to the Bareilly-Rampur-Moradabad and Lucknow Rai Bareili-Benares Railways. The expenditure on the North-Western Railway includes heavy outlay on gradient improvements. The expenditure against the Guntakal-Dharmaveram line represents the past outlay on this section of the Guntakal-Hindupur line, which was included with the South Indian Railway, but is now recorded separately in consequence of the working of the line having been taken over from the South Indian Railway by the Southern Marhatta Railway Company. This accounts for the credit under the South Indian and Villupuram-Guntakal Railways. The credit under Other Railways is on account of the transfer of the outlay on the Patna-Gya line to the East Indian Railway mentioned above.

49.—Irrigation Works.

1891-92. Accounts.		Budget.	1892-93. Revised.	Accounts.
38,9	Orissa Canals	40,0	39,7	36,3
20,4	Sone Canals	20,0	13,5	5,6
16,9	Ganges Canal	28,5	13,5	11,0
21,7	Lower Ganges Canal	25,4	17,1	20,8
2,5	Agra Canal	5,5	2,2	2,4
6,5	Eastern Jumna Canal	10,6	4,4	2,9
4,7	Western Jumna Canal	20,0	11,9	11,7
2,1	Bari Doab Canal	30,0	26,2	25,2
33,5	Sirhind Canal	20,0	16,9	15,6
350,6	Chenab Canal	120,0	153,0	152,6
56,8	Sirsa Branch Canal	60,0	62,0	61,2
42,9	Kistna Delta	42,3	32,2	30,7
110,2	Periyar Project	84,1	131,1	131,4
8,5	Eastern Nara Works	17,9	17,8	18,0
13,5	Other Projects	15,7	8,5	5,7
...	Reserve	10,0	...	...
729,7	TOTAL OUTLAY	550,0	550,0	531,1
	Distributed as below—			
716,9	India	544,5	536,9	521,8
8,9	England	3,7	8,2	5,8
3,9	Exchange	1,8	4,9	3,5

378. The decrease in the expenditure during 1892-93, as compared with that of 1891-92, was principally due to the vigorous prosecution of works in connection with the Chenab Canal in the earlier year. In the Budget and Revised Estimates the requirements of the canals in Bengal and the North-Western Provinces and Oudh were over-estimated.

50.—Capital Charge involved in Redemption of Liabilities.

1891-92. Accounts.	Budget.	1892-93. Revised.	Accounts.
...	...	...	...

379. There were no transactions under this head either in 1891-92 or in 1892-93.

Section O.—PERMANENT DEBT.

	Budget.	1892-93. Revised.	Accounts.
INDIA—			
Incurred	250,0	250,0	250,0
Discharged	2,0	5,0	4,8
NET INDIA	+248,0	+245,0	+245,2
ENGLAND—			
Incurred—			
India 3 per cent. Stock	1,800,0	1,300,0	1,300,0
India 3½ per cent. Debentures	...	...	...
TOTAL INCURRED	1,800,0	1,300,0	1,300,0
Discharged—			
India 5 per cent. Stock	...	4	4
India 4 per cent. Stock	...	5	9
India 3½ per cent. Debentures	...	...	...
Oudh and Rohilkhand Railway Debentures	1,770,3	1,770,3	1,770,3
South Indian Railway Debentures	150,0	150,0	150,0
TOTAL DISCHARGED	1,920,3	1,921,2	1,921,6
NET ENGLAND	—120,3	—621,2	—621,6
NET BOTH	+127,7	—376,2	—376,4

380. Detailed explanation of the various entries under this head has already been given on page 35 when the Interest charges were being considered.

Section P.—UNFUNDED DEBT.

	Budget.	1892-93. Revised.	Accounts.
Special Loans	—1	—2	—1
Treasury Notes and Service Funds, India	+44,4	+43,7	+41,7
Savings Bank Deposits	+824,7	+1,012,6	+922,3
TOTAL	+869,0	+1,056,1	+963,9

381. The first two heads do not call for any special remarks. The details of *Savings Bank Deposits* are as follows:—

	Budget.	Revised.	Accounts.
Presidency Savings Banks	+41,5	+47,0	+46,2
Post Office Savings Banks	+664,0	+855,0	+759,5
State Railway Provident Institutions	+59,8	+44,5	+42,0
Civil Engineer's Provident Fund	+31,9	+27,2	+34,5
Regimental Savings Banks	—4,0	+3,5	+6,1
Special accounts	+31,5	+35,4	+34,0
TOTAL	+824,7	+1,012,6	+922,3

382. In the Budget Estimate it was not considered desirable to take the net deposits of the *Post Office Savings Banks* higher than 400,0, excluding the credit on account of interest. The actual net deposits however amounted to 490,2. The *State Railway* and *Civil Engineer's Provident Funds* do not call for any special remarks. The fluctuations under *Regimental Savings Banks* are dependent to a great extent on the transfers of British Regiments between India and England, and are not therefore susceptible of an accurate forecast. The net credit under *Special Accounts* was chiefly on account of the General Family Pension and the Hindu Family Annuity Funds, which did not invest their balances owing to the high price of Government Securities during the year. There was also a total receipt of 13,2 on account of the Post Office Life Insurance and Guarantee Funds. The other accounts do not call for any special remarks.

Section Q.—DEPOSITS AND ADVANCES.

	1892-93. Budget. Cr.	Dr.	Net.	Revised. Cr.	Dr.	Net.	Accounts. Cr.	Dr.	Net.
INDIA—									
Provincial Balances (net)	...	...	—1,161,7	...	...	—363,8	...	...	— 177,4
Appropriation for reduction of Debt	...	...	...	...	...	...	...	...	...
Excluded Local Funds	680,1	690,2	— 10,1	759,5	753,7	+ 5,3	728,5	728,2	+ 3
Political and Railway Funds	319,8	305,1	+ 14,7	323,4	328,9	— 5,5	332,7	331,6	+ 1,1
Deposits of Sinking Funds	9,0	...	+ 9,0	4,5	...	+ 4,5	45	...	+ 4,5
Departmental and Judicial Deposits	14,608,2	14,610,4	— 2,2	15,907,8	15,732,1	+ 175,7	16,153,4	15,890,7	+ 262,7
Advances	8,961,3	8,941,4	+ 19,9	14,646,2	14,869,4	—223,2	14,905,2	15,141,8	— 236,6
Suspense Accounts	42,0	41,4	+ 6	19,5	51,8	— 32,3	75,6	204,8	— 129,2
Exchange on Remittance Accounts	...	...	+ 459,2	...	...	+ 915,0	...	...	+1,160,4
Miscellaneous	61,0	194,7	— 133,7	55,0	76,8	— 21,8	123,8	259,7	— 135,9
ENGLAND	6,2	1,6	+ 4,6	4,5	4,8	— 3	4·5	5,1	— 6
TOTAL	...	...	— 799,7	...	...	+ 454,1			+ 749,3

383. The net debit under *Provincial Balances* has been explained in paragraph 373. The transactions of the *Excluded Local Funds* differed only slightly from the estimates. The *Political and Railway Funds* comprise the Bahu Begum's Fund and the several Guaranteed Railway Funds. The balance of the Bahu Begum's Fund was exhausted during the year, and the pensions payable from the Fund have since then being treated as expenditure. Under Railway Funds the net credit was over-estimated in the Budget.

384. The character and magnitude of the transactions recorded as *Judicial and Departmental Deposits* render them unsusceptible of an accurate forecast. The large net credit was due chiefly to a receipt from the Gwalior Durbar on account of stores for the Goona Bina Railway, to the Bengal North-Western Railway Company's share of the net earnings of their Railway, which was not actually paid during the year, having been debited as expenditure by credit to this head, and also to an increase in the Revenue and Civil Courts Deposits in the North-Western Provinces and Oudh and Madras, and in the personal deposits in Bombay.

385. The net figures entered against the head *Advances* may be divided as follows :—

	Budget.	Revised.	Account.
Coinage Accounts	+ 10,0	— 182,2	—255,9
Other Advances	+ 9,9	— 41,0	+19,3
	+ 19,9	—223,2	—236,6

The net debit under *Coinage Accounts* resulted chiefly from the new coin manufactured in the Mints having been less than the Mint certificates paid during the year, and from an increase in the small coin depôt balances at Calcutta and Bombay. The net credit under *Other Advances* is the final outcome of a number of transactions which do not require special notice here.

386. Under *Suspense Accounts* the debit of 129,2 is chiefly on account of an increase in the balance in the hands of the officers of the Behar Opium Agency, Postal Department, and Railway Officers of the Public Works Department, counterbalanced by a credit of 20,0 on the realization of a Bill of Exchange outstanding at the end of the previous year.

387. The gross receipts and payments working up to the net figures under *Exchange on Remittance Accounts* are as follows :—

Budget, 1892-93. Sterling Amount.	Exchange. Cr.	Dr.		Accounts, 1892-93. Sterling Amount.	Exchange. Cr.	Dr.
			Permanent Debt—			
+879,7	439,8	...	Money raised for advances to Railway Companies	+347,5	209,0	...
—1,000,0	...	500,0	Other Loans	—969,1	...	583,0
+4,6	2,3	...	Deposits and Advances	—6	...	3
—50,6	...	25,3	Net payments to Guaranteed and Subsidized Railways, including remittances to India	+696,7	419,2	...
			Cash Balance—			
+1,084,9	542,4	...	Increase (—) Decrease (+)	+1,854,2	1,115,5	...
...	984,5	525,3	TOTAL	...	1,743,7	583,3
...	459,2	...	NET	...	1,160,4	...

Section Q.—DEPOSITS AND ADVANCES—*continued.*

388. The following is a statement of the adjustments in the accounts by which the above result was obtained :—

1892-93. Budget. Sterling.	Exchange.		1892-93. Accounts. Sterling.	Exchange.
17,000,0	8,500,0	Bills drawn by the Secretary of State	16,532,2	9,946,2
408,5	204,3	Net remittances of Railway Capital to India	—38,6	—23,3
—1,191,8	—595,9	Miscellaneous remittances	—1,267,5	—762,6
		Deduct—		
17,135,3	8,567,6	Net expenditure in England	17,154,8	10,320,7
918,6	459,2	Difference, being Exchange brought to account in excess of that involved in the Remittances from India during the year	1,928,7	1,160,4

389. The debit under *Miscellaneous* was chiefly on account of the Exchange on the decrease in the balance of the Secretary of State's bills which remained unpaid at the end of the year.

Sections R and RR.—IMPERIAL AND PROVINCIAL LOANS AND ADVANCES.

		1892-93. Budget.	Accounts.
INDIA	Imperial Loans and Advances	98,2 —277,0	151,9 —508,2
	Provincial Loans and Advances	230,2 —662,9	293,5 —786,8

390. The following are the details of the Imperial Section of the Accounts :—

1892-93. Budget. Amount advanced.	1892-93. Budget. Amount repaid.		1892-93. Accounts. Amount advanced	1892-93. Accounts. Amount repaid.
40,0	5,0	Loans to Native States	36,7	14,4
123,3	70,4	„ Presidency Corporations and Port Trusts	316,7	73,0
16,0	9	„ Mofussil Municipalities	25,5	15,8
...	1,0	„ District and other Local Committees	8,1	1,3
80,0	1,09	„ Landholders and Notabilities	74,6	5
17,7	10,0	Advances to Cultivators	46.6	46,9
277,0	98,2	TOTAL AS ABOVE	508,2	151,9

391. The payment under *Loans to Native States* represents a portion of the loan granted to the Cooch Behar State for the Cooch Behar Railway. Of the amount repaid 9,4 (for which provision was not made in the Budget) is also on account of the same, and the remaining 5,0 is on account of the balance of loan due from the Cambay State. Under *Loans to Presidency Corporations* and *Port Trusts* the Budget provided for an advance of 55,6 only to the Calcutta Port Trust on account of the Kidderpore dock, but 291,7 was actually required during the year. On the other hand, the Madras Harbour Board took only 15,0 out of the loan of 57,7 provided in the Budget. The advance of 10,0 for the Bombay Port Trust provided in the Budget was duly made. The repayments corresponded with the Budget, except that in Bombay there was an extra repayment by the Port Trust from the unexpended balance of the revenue surplus of 1891-92, which was utilised in equal portions for repaying interest-bearing and non-interest-bearing loans. Under *Mofussil Municipalities* the Ajmere Municipality took a net advance of 7,8 (21,3—13,5) against an estimate of 15,3 (16,0-7). There were also advances of 4,3— and repayments of 2,2 to and by Municipalities in Upper Burma for which provision was made in the Budget under the Provincial Loans and Advances Account. The excess advance under *District Committees, etc.*, was due to a loan of 7,5 to the Cantonment Committee, Secunderabad, for Water Works, which was sanctioned after the Budget was framed. Under *Loans to Notabilities* it was estimated that the Bishop of Rangoon would receive an advance of 7,5 for the Rangoon Cathedral and repay 10,2, but he took an advance of 2,0 only and repaid nothing. Under *Advances to Cultivators* the accounts include the advances and repayments in Upper Burma, which were provided for in the Budget under Provincial Loans and Advances; these advances were smaller and repayments larger than anticipated, the scarcity in that Province having ceased.

392. The following are the particulars of the Provincial and Local Loans Account :—

1892-93. Budget. Amount advanced.	1892-93. Budget. Amount repaid.		1892-93. Accounts. Amount advanced.	1892-93. Accounts. Amount repaid.
322,6	21,9	Loans to Mofussil Municipalities	240,5	33,8
...	4,9	„ Port Funds	7,3	4,9
...	5,8	„ District Committees	21,0	8,0
9,8	28,3	„ Landholders, etc.	5,5	20,8
298,2	140,4	Advances to Cultivators	496,3	204,5
32,3	28,9	„ under Special Laws	16,2	21,5
662,9	230,2	TOTAL AS ABOVE	786,8	293,5

Sections R and RR.—IMPERIAL AND PROVINCIAL LOANS AND ADVANCES—*continued.*

393. The estimates of the *Loans to Municipalities* were generally framed too high. The principal advances made during the year, most of which were for water-works, are—

Raipur Municipality	10,0
Agra „	10,6
Benares „	50,0
Cawnpore „	30,0
Lucknow „	20,0
Simla „	30,0
Delhi „	11,2
Tanjore „	16,4
Dhulia „	15,0
	193,2

The principal difference in the repayments under this head was due to the balance (9,4) of the Naini Tal Protective Works Loan having been written off by debit to Public Works Expenditure.

394. The 7,3 entered against *Port Funds* is on account of a loan to the Chittagong Port Fund.

395 The 21,0 entered against *District Committees* was granted to the District Boards of Darbhangha (18,0) and Dinajpur (3,0) in Bengal. The Budget Estimate under *Advances to Cultivators* was considerably exceeded in Madras and Bombay owing to scarcity, an extra grant of 30,0 having been sanctioned for the latter Province by the Government of India. The *Advances under Special Laws* represent chiefly the Drainage and Embankment advances in Bengal which were over-estimated in the Budget. The recoveries were also chiefly on account of these advances, of advances under the Jhansi-Encumbered Estates' Acts and the Oudh Talukdars' Relief Act, advances by Talookdari, Settlement Officers and to Kaira Thakoors in Bombay.

Section S.—CAPITAL OF RAILWAY COMPANIES.

	India, 1892-93.			England, 1892-93.			Total, 1892-93.		
	Budget.	Revised.	Accounts.	Budget.	Revised.	Accounts.	Budget.	Revised.	Accounts.
Guaranteed Companies.									
B., B. and C. I.	+100,8	+144,4	+136,6	—120,0	—121,2	—120,9	—19,2	+23,2	+15,7
G. I. P.	+247,0	+307,1	+278,5	—385,0	—87,5	—82,1	—138,0	+219,6	+196,4
M.	—13,7	+48,1	+40,8	—2,0	+33,2	+36,5	—15,7	+81,3	+77,3
	+334,1	+499,6	+455,9	—507,0	—175,5	—166,5	—172,9	+324,1	+289,4
Subsidized Companies.									
Nilgiri	...	...	—4,4	...	...	...	...	...	—4,4
S. M. and Mysore	—81,4	+9,7	+26,5	—53,3	—33,0	—30,8	—134,7	—23,3	—4,3
Indian Midland	—90,8	—41,0	—24,8	—64,7	—53,9	—52,6	—155,5	—94,9	—77,4
Assam-Bengal	—333,3	—206,3	—195,5	+1,200,0	+985,2	+1,028,8	+866,7	+778,9	+833,3
Bengal Central	—7,1	—7,8	—6,5	—2,1	—2,0	—2,0	—9,2	—9,8	—8,5
Bengal-Nagpur	—216,5	—210,4	—204,6	—207,5	—118,0	—113,6	—424,0	—328,4	—318,2
Rohilkhand-Kumaon	—13,5	—14,4	—12,4	—7,5	—5,7	—5,2	—21,0	—20,1	—17,6
	—742,6	—470,2	—421,7	+864,9	+772,6	+824,6	+122,3	+302,4	+402,9
Total	—408,5	+29,4	+34,2	+357,9	+597,1	+658,1	—50,6	+626,5	+692,3

396. As explained in former reports, these are all net sums. The Indian figures represent the difference between the advances taken by the Railway Companies and the credits given to them chiefly on account of stores used on revenue account. The English figures represent the difference between the capital deposited by the companies with the Secretary of State, and the withdrawals for expenditure on stores, establishment charges, etc. These figures are necessarily liable to great fluctuations.

397. The improvement in the transactions of the Guaranteed Companies in India was due to the withdrawals having been over-estimated in all cases, and the credits to capital on account of stores transferred to revenue under-estimated in some cases. As regards the Subsidised Railways, the requirements of the Assam-Bengal, Southern Mahratta, and Indian Midland Railways were considerably over-estimated.

398. In England a portion of the share capital of the Assam-Bengal Railway Company provided for in 1892-93 was paid in March 1892 and another portion in 1893-94. On the other hand, 209,6 was received from the Great Indian Peninsula Railway Company on account of fresh capital for which no provision was made in the Budget. The requirements of most of the Railways for stores, etc., were also over-estimated.

Section T.—REMITTANCES.

	1892-93.		
	Budget.	Revised.	Accounts.
Money Order (net)	...	...	+ 18,8
Other Local Remittances (net)	...	— 1,5	+ 117,0
Other Departmental Accounts (net)	...	...	+ 10,5
Accounts between Civil and other Departments (net)—			
Post Office	...	...	...
Guaranteed Railways	...	...	...
Telegraph	..	...	— 2
Marine	...	...	...
Military	...	...	...
Public Works	...	+ 710,0	+ 15,1
Remittance Account between England and India (net)	— 16,1	— 59,0	— 32,3
Total	— 16,1	+ 649,5	+ 128,9

399. The figures entered in this group are the net result of very large transactions, but there is nothing special to record in respect of them, except that the net credit of 117,0 under other Local Remittances is chiefly on account of a supply bill for 100,0 issued in March 1893 from Delhi to the Political Agent, Ulwar, who required it for making a remittance to me for investment in Government Securities. The bill was sent to me in April and cashed in that month. The money order transactions continued to show a rapid growth as will be seen from the following figures:—

		Issued.	Paid.
1887-88	Money Order transactions	11,665,7	11,660,7
1888-89		12,781,4	12,758,2
1889-90		14,418,5	14,393,1
1890-91		16,484,7	16,485,6
1891-92		17,365,8	17,349,3
1892-93		18,117,7	18,098,9

Section U.—SECRETARY OF STATE'S BILLS.

	Budget.	1892-93. Revised.	Accounts.
Drawings	17,000,0	17,200,0	16,532,2
Payments	17,166,5	17,301,3	16,890,3

400. The following are the amounts of bills and transfers drawn during the year by the Secretary of State :—

		£	Rx.	Rate in Pence.
April	1892	1,934,4	3,057,1	15·19
May	,,	1,671,4	2,616,2	15·33
June	,,	1,529,3	2,343,1	15·66
July	,,	1,535·3	2,424,2	15·19
August	,,	615,7	1,002,7	14·73
September	,,	1,036,8	1,699,8	14·64
October	,,	1,688,0	2,718,7	14·90
November	,,	972,8	1,566,3	14·91
December	,,	1,145,4	1,863,7	14·75
January	1893	1,728,1	2,819,1	14·71
February	,,	1,652,3	2,693,3	14·72
March	,,	1,022,7	1,674,2	14·66
		16,532,2	26,478,4	14·98

401. The payment account of the year is as follows :—

	£	Rx.
Bills of 1891-92 outstanding on 1st April 1892	845,3	1,297,8
Bills drawn in 1892-93 as entered above	16,532,2	26,478,4
TOTAL BILLS FOR PAYMENT	17,377,5	27,776,2
Bills paid in 1892-93	16,890,3	26,977,5
Bills outstanding on 1st April 1893	487,2	798,7

Section V.—CASH BALANCE.

	Budget.	1892-93. Revised.	Accounts.
BALANCE ON 1ST APRIL 1892—			
India	16,750,0	17,287,0	17,287,0
England	3,261,1	4,122,6	4,122,6
TOTAL	20,011,1	21,409,6	21,409,6
BALANCE ON 31ST MARCH 1893—			
India	13,298,8	15,204,2	15,271,8
England	2,176,2	2,602,8	2,268,4
TOTAL	15,475,0	17,807,0	17,540,2
Increase (+) or decrease (—) of balance on 31st March 1893	—4,536,1	—3,602,6	—3,869,4

402. The above difference is distributed between India and England in the following proportions :—

	Budget.	1892-93. Revised.	Accounts.
India	—3,451,2	—2,082,8	—2,015,2
England	—1,084,9	—1,519,8	—1,854,2
TOTAL	—4,536,1	—3,602,6	—3,869,4

403. Taking India and England together, the net transactions of the year were better than expected in the Budget by the sum of 666,7. The variations which brought about this result are as follows :—

	Better.	Worse.
Increase in Imperial Deficit	...	980,0
Decrease in Provincial Deficit	984,3	...
Increase under Permanent Debt discharged	...	504,1
,, under Departmental and Judicial Deposits	264,9	...
Net excess payment under Advances	...	261,4
Net debit balance under Suspense	...	129,8
Net excess payments under Loans and Advances by Imperial Government	...	177,5
Larger receipts by Railway Companies	742,9	...
Increase under Remittances	145,0	...
Decrease in the balance of Secretary of State's Bills remaining unpaid at the end of the year	...	198,9
Increase in Exchange charged as Expenditure in excess of that involved in the Remittances from India	701,2	...
Minor variations	80,1	...
	2,918,4	2,251,7
NET BETTER	666,7	

STEPHEN JACOB,
Comptroller and Auditor General.

The 14th March 1894.

Budget Estimates . . . . . 1892-93.

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General Statement of Accounts and Estimates.

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]

	For details, *vide* Abstract.	RECEIPTS. Accounts, 1891-92.	Budget Estimate, 1892-93.	Revised Estimate, 1892-93.	Accounts, 1892-93.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Revenue—					
Principal Heads of Revenue—					
Land Revenue	A	23,965,774	24,675,500	24,857,600	24,905,328
Opium	"	8,012,380	7,634,600	7,966,500	7,993,180
Salt	"	8,636,182	8,544,700	8,648,600	8,656,104
Stamps	"	4,262,156	4,229,600	4,458,200	4,448,540
Excise	"	5,117,264	5,102,400	5,203,600	5,242,443
Other Heads	"	9,523,293	9,681,600	9,802,500	9,821,780
Total Principal Heads	...	59,517,049	59,868,400	60,937,000	61,067,375
Interest	A	879,443	911,000	868,600	869,727
Post Office, Telegraph, and Mint	"	2,575,736	2,618,000	2,755,500	2,736,953
Receipts by Civil Departments	"	1,656,157	1,615,800	1,660,800	1,607,876
Miscellaneous	"	897,284	959,900	898,400	876,994
Railways	"	19,938,046	18,832,700	19,064,200	19,077,103
Irrigation	"	2,272,040	2,216,700	2,404,300	2,418,902
Buildings and Roads	"	627,124	606,400	639,100	653,188
Receipts by Military Departments	"	780,404	739,000	793,300	864,320
Total Revenue	...	89,143,283	88,367,900	90,021,200	90,172,438
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred)	C	3,038,293	127,700	...	...
Unfunded Debt (net Incurred)	"	899,359	869,000	1,056,100	963,902
Deposits and Advances (net)	"	1,480,280	...	454,100	749,274
Capital of Railway Companies (net receipts)	"	...	...	626,500	692,280
Remittances (net)	"	116,140	...	649,500	128,840
Secretary of State's Bills drawn		16,093,854	17,000,000	17,200,000	16,532,215
Total Receipts	...	110,771,209	106,364,600	110,007,400	109,238,949
Balance on 1st April—India	...	17,876,244	16,750,044	17,287,005	17,287,005
England £	...	3,835,050	3,261,050	4,122,626	4,122,626
GRAND TOTAL	...	132,482,503	126,375,694	131,417,031	130,648,580

	For details, *vide* Abstract.	DISBURSEMENTS. Accounts, 1891-92.	Budget Estimate, 1892-93.	Revised Estimate, 1892-93.	Accounts, 1892-93.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Expenditure—					
Direct Demands on the Revenues	B	9,547,162	10,286,600	9,463,600	9,461,694
Interest	"	4,315,176	3,977,100	4,343,200	4,374,263
Post Office, Telegraph, and Mint	"	2,429,188	2,547,900	2,528,400	2,505,625
Salaries and Expenses of Civil Departments	"	13,853,842	14,132,500	14,344,100	14,259,912
Miscellaneous Civil Charges	"	5,046,622	5,170,900	5,559,100	5,537,840
Famine Relief and Insurance	"	1,268,319	1,206,700	1,133,700	1,116,103
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	"	163,233	301,500	292,900	339,487
Railway Revenue Account	"	20,253,910	20,407,200	20,775,000	20,924,155
Irrigation	"	2,945,019	2,919,500	2,982,300	2,940,479
Buildings and Roads	"	6,208,752	5,920,100	5,927,400	5,846,480
Army Services	"	22,280,601	21,898,500	23,557,900	23,419,111
Special Defence Works	"	604,848	614,500	559,300	458,060
Total Expenditure, Imperial and Provincial	...	88,916,672	89,383,000	91,466,900	91,183,209
Add—Provincial Surplus: that is, portion of Allotment to Provincial Governments not spent by them in the year	End of B	202,596	15,000	101,600	196,485
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances	"	*443,520*	*1,176,700*	*465,400*	*373,844*
Total Expenditure charged against Revenue	...	88,675,748	88,221,300	91,103,100	91,005,850
Expenditure not charged to Revenue—					
Capital outlay on Railways and Irrigation Works	End of B	3,500,000	4,035,000	3,986,700	3,986,290
Debt, Deposits, and Advances—					
Permanent Debt (net Discharged)	C	...	...	376,200	376,405
Deposits and Advances (net)	"	...	799,700	...	...
Loans and Advances by Imperial Government (net Payments)	"	488,787	178,800	340,500	356,268
Loans and Advances by Provincial Governments (net Payments)	"	465,405	432,700	502,200	493,340
Capital of Railway Companies (net Payments)	"	1,146,392	50,600	...	...
Remittances (net)	"	...	16,100	...	...
Secretary of State's Bills paid	"	16,796,540	17,166,500	17,301,300	16,890,283
Total Disbursements	...	111,072,872	110,900,700	113,610,000	113,108,436
Balance on 31st March—India	...	17,287,005	13,298,844	15,204,205	15,271,756
England £	...	4,122,626	2,176,150	2,602,826	2,268,388
GRAND TOTAL	...	132,482,503	126,375,694	131,417,031	130,648,580
Revenue		89,143,283	88,367,900	90,021,200	90,172,438
Expenditure chargeable thereon		88,675,748	88,221,300	91,103,100	91,005,850
Surplus (+) or Deficit (—) Rx.		+467,535	+146,600	—1,081,900	—833,412

Abstract A.—*Details of Revenue.*

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]

The figures in thick type are those which appear in the General Account.

HEADS OF REVENUE.	BUDGET ESTIMATE, 1892-93. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.	Number of Item.
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	
A.—Principal Heads of Revenue—							
I.—Land Revenue	15,752,100	8,803,200	120,200	...	...	24,675,500	1
II.—Opium	7,634,600	...	...	...	...	7,634,600	2
III.—Salt	8,512,500	32,200	...	...	...	8,544,700	3
IV.—Stamps	1,116,300	3,113,300	...	...	...	4,229,600	4
V.—Excise	3,862,000	1,239,800	600	...	...	5,102,400	5
VI.—Provincial Rates	600	694,700	2,927,800	...	...	3,623,100	6
VII.—Customs	1,676,000	15,800	...	...	...	1,691,800	7
VIII.—Assessed Taxes	943,800	701,400	...	...	...	1,645,200	8
IX.—Forest	909,200	658,000	...	...	...	1,567,200	9
X.—Registration	107,400	194,800	...	...	...	302,200	10
XI.—Tributes from Native States	762,100	...	...	...	...	762,100	11
TOTAL	41,366,600	15,453,200	3,048,600	...	...	**59,868,400**	12
B.—XII.—Interest—	743,100	113,200	17,200	25,000	12,500	**911,000**	13
C.—Post Office, Telegraph, and Mint—							
XIII.—Post Office	1,491,700	1,100	5,600	...	...	1,498,400	14
XIV.—Telegraph	884,000	300	...	5,500	2,800	892,000	15
XV.—Mint	227,000	...	...	...	...	227,000	16
TOTAL	2,602,700	1,400	5,600	5,500	2,800	**2,618,000**	17
D.—Receipts by Civil Departments—							
XVI.—Law and Justice { Courts of Law	20,700	342,700	1,100	...	...	364,500	18
{ Jails	42,600	268,000	...	...	...	310,600	19
XVII.—Police	17,000	239,500	110,000	...	...	366,500	20
XVIII.—Marine	88,600	130,800	100	...	...	219,500	21
XIX.—Education	1,400	129,400	82,700	...	...	213,500	22
XX.—Medical	400	39,000	21,500	2,200	1,100	64,200	23
XXI.—Scientific and Minor Departments	7,700	50,400	18,600	200	100	77,000	24
TOTAL	178,400	1,199,800	234,000	2,400	1,200	**1,615,800**	25
E.—Miscellaneous—							
XXII.—Receipts in aid of Superannuation, etc.	159,300	46,900	100	98,400	49,200	353,900	26
XXIII.—Stationery and Printing	24,500	49,500	...	...	...	74,000	27
XXIV.—Exchange	178,500	...	...	...	...	178,500	28
XXV.—Miscellaneous	68,400	143,900	137,500	2,500	1,200	353,500	29
TOTAL	430,700	240,300	137,600	100,900	50,400	**959,900**	30
H.—Railways—							
XXVI.—State Railways (Gross Earnings)	14,604,100	939,500	...	200	100	15,543,900	31
XXVII.—Guaranteed Companies (net Traffic Receipts)	3,260,000	...	...	...	...	3,260,000	32
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	27,500	...	...	900	400	28,800	33
TOTAL	17,891,600	939,500	...	1,100	500	**18,832,700**	34
J.—Irrigation—							
XXIX.—Major Works:							
Direct Receipts	705,200	618,000	...	...	...	1,323,200	35
Portion of Land Revenue due to Irrigation	704,400	...	...	...	...	704,400	36
XXXI.—Minor Works and Navigation	42,500	139,200	7,400	...	...	189,100	37
TOTAL	1,452,100	757,200	7,400	...	...	**2,216,700**	38
K.—Buildings and Roads—							
XXXI.—Military Works	42,100	...	...	...	...	42,100	39
XXXII.—Civil Works	10,500	266,200	246,000	27,700	13,900	564,300	40
TOTAL	52,600	266,200	246,000	27,700	13,900	**606,400**	41
L.—Receipts by Military Departments—							
XXXIII.—Army:							
Effective	627,400	...	...	30,200	15,100	672,700	42
Non-Effective	54,300	...	...	8,000	4,000	66,300	43
TOTAL	681,700	...	...	38,200	19,100	**739,000**	44
TOTAL REVENUE	65,399,500	18,970,800	3,696,400	200,800	100,400	**88,367,900**	45

* The columns headed "Exchange" show, under the several heads of Revenue and Expenditure which include transactions in England, the Exchange thereon calculated, in accordance with the average rate obtained, or estimated to be obtained, for Bills and Telegraphic Transfers sold during the year, namely, 1*s.* 4*d.*, 1*s.* 3*d.* and 1*s.* 2·98477754*d.* per rupee in the Budget, Revised and the Accounts respectively.

Number of Item.	REVISED ESTIMATE, 1892-93. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.	ACCOUNTS, 1892-93. India. Imperial.	India. Provincial.	India. Local.	England.	Exchange.*	Total.
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
1	15,869,900	8,854,600	133,100	...	...	24,857,600	15,843,354	8,929,871	132,103	...	...	24,905,328
2	7,966,500	...	...	...	...	7,966,500	7,993,180	...	...	...	...	7,993,180
3	8,617,400	31,200	...	...	...	8,648,600	8,625,046	31,058	...	...	...	8,656,104
4	1,170,500	3,281,700	...	...	...	4,458,200	1,173,538	3,275,002	...	...	...	4,448,540
5	3,941,800	1,261,100	700	...	...	5,203,600	3,971,350	1,270,382	711	...	...	5,242,443
6	600	708,100	2,937,000	...	...	3,645,700	570	716,463	2,989,465	...	...	3,706,498
7	1,600,000	16,800	...	...	...	1,616,800	1,600,232	17,401	...	...	...	1,617,633
8	966,400	716,700	...	...	...	1,683,100	965,212	720,929	...	...	...	1,686,141
9	947,600	680,000	...	...	...	1,627,600	928,640	662,692	...	...	...	1,591,332
10	216,700	214,000	...	...	...	430,700	216,480	213,584	...	...	...	430,064
11	798,600	...	...	...	...	798,600	790,112	...	...	...	...	790,112
12	42,102,000	15,764,200	3,070,800	...	...	**60,937,000**	42,107,714	15,837,382	3,122,279	...	...	**61,067,375**
13	708,300	104,100	17,800	24,000	14,400	**868,600**	710,414	102,130	17,874	24,543	14,766	**869,727**
14	1,483,900	1,400	6,100	...	...	1,491,400	1,481,264	1,746	5,865	...	...	1,488,875
15	922,500	...	...	9,500	5,700	937,700	922,487	...	...	9,525	5,731	937,743
16	326,400	...	...	...	...	326,400	310,256	...	...	49	30	310,335
17	2,732,800	1,400	6,100	9,500	5,700	**2,755,500**	2,714,007	1,746	5,865	9,574	5,761	**2,736,953**
18	27,300	348,300	1,300	...	...	376,900	26,122	350,053	1,269	...	...	377,444
19	41,300	261,300	...	...	...	302,600	41,397	267,800	...	...	...	309,197
20	18,000	230,300	137,600	...	...	386,500	15,967	240,078	139,922	...	...	393,967
21	103,100	126,200	1,100	...	...	230,400	29,036	126,674	1,145	...	...	156,855
22	1,300	121,900	85,500	...	...	208,700	1,216	122,788	86,283	...	...	210,287
23	400	40,700	22,200	2,600	1,600	67,500	219	42,697	24,011	3,094	1,861	71,882
24	10,000	58,800	18,600	500	300	88,200	10,780	56,030	18,609	515	310	86,244
25	202,000	1,187,500	266,300	3,100	1,900	**1,660,800**	124,737	1,206,120	271,239	3,609	2,171	**1,607,876**
26	133,100	45,800	100	101,000	60,600	360,600	153,558	47,135	48	101,000	60,764	362,505
27	30,900	49,600	...	...	...	80,500	32,412	48,386	43	...	...	80,841
28	57,800	...	...	...	...	57,800	19,686	...	...	...	...	19,686
29	94,200	152,500	140,700	7,600	4,500	399,500	95,686	163,758	142,991	7,197	4,330	413,962
30	336,000	247,900	140,800	108,600	65,100	**898,400**	301,342	259,279	143,082	108,197	65,094	**876,994**
31	14,747,700	1,031,400	...	200	100	15,779,400	14,810,148	1,004,291	...	230	138	15,814,807
32	3,260,000	...	...	...	...	3,260,000	3,244,413	...	...	...	...	3,244,413
33	23,500	...	...	800	500	24,800	17,883	...	...	...	...	17,883
34	18,031,200	1,031,400	...	1,000	600	**19,064,200**	18,072,444	1,004,291	...	230	138	**19,077,103**
35	753,900	733,300	...	...	...	1,487,200	761,139	749,591	...	...	...	1,510,730
36	725,600	...	...	...	...	725,600	722,306	...	...	...	...	722,306
37	44,100	138,100	9,300	...	...	191,500	42,135	135,045	8,686	...	...	185,866
38	1,523,600	871,400	9,300	...	...	**2,404,300**	1,525,580	884,636	8,686	...	...	**2,418,902**
39	42,500	...	...	...	...	42,500	45,274	...	...	...	...	45,274
40	12,100	281,900	258,800	27,400	16,400	596,600	12,067	285,329	266,147	27,704	16,667	607,914
41	54,600	281,900	258,800	27,400	16,400	**639,100**	57,341	285,329	266,147	27,704	16,667	**653,188**
42	673,100	...	...	29,000	17,400	719,500	723,892	...	...	37,810	22,747	784,449
43	59,700	...	...	8,800	5,300	73,800	66,151	...	...	8,566	5,154	79,871
44	732,800	...	...	37,800	22,700	**793,300**	790,013	...	...	46,376	27,901	**864,320**
45	66,423,300	19,489,800	3,769,900	211,400	126,800	**90,021,200**	66,403,622	19,580,913	3,835,174	220,233	132,498	**90,172,438**

Abstract B.—*Details*

[Rx.1 is recorded for every 10 Rupees in
The figures in thick type are those

	BUDGET ESTIMATE, 1892-93.						Number of Item.
	INDIA.			England.	Exchange.*	Total.	
	Imperial.	Provincial.	Local.				
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	
A.—Direct Demands on the Revenues—							
1.—Refunds and Drawbacks	175,200	63,500	4,000	...	...	242,700	1
2.—Assignments and Compensations	543,700	972,000	...	...	...	1,515,700	2
Charges in respect of Collection, *viz.*:—							
3.—Land Revenue	360,200	2,680,400	989,300	700	400	4,031,000	3
4.—Opium (including cost of Production)	2,233,900	...	...	600	300	2,234,800	4
5.—Salt (including cost of Production)	429,900	67,300	...	200	100	497,500	5
6.—Stamps	—26,200	113,100	...	36,000	18,000	140,900	6
7.—Excise	155,800	50,300	...	...	...	206,100	7
8.—Provincial Rates	...	46,900	12,600	...	...	59,500	8
9.—Customs	52,100	90,100	...	100	...	142,300	9
10.—Assessed Taxes	16,200	15,600	...	...	...	31,800	10
11.—Forest	532,400	435,600	...	1,700	800	970,500	11
12.—Registration	107,600	106,200	...	...	...	213,800	12
TOTAL	4,580,800	4,641,000	1,005,900	39,300	19,600	**10,286,600**	13
B.—Interest—							
13.—Interest on Debt other than that charged to Railways and Irrigation Works (*a*)	—215,700	92,000	500	2,395,800	1,197,900	3,470,500	14
14.—Interest on other Obligations	504,300	...	2,000	200	100	506,600	15
TOTAL	288,600	92,000	2,500	2,396,000	1,198,000	**3,977,100**	16
C.—Post Office, Telegraph and Mint—							
15.—Post Office	1,204,500	42,600	72,900	96,900	48,500	1,555,400	17
16.—Telegraph	642,300	400	...	156,300	78,200	877,200	18
17.—Mint	95,800	...	...	13,000	6,500	115,300	19
TOTAL	2,032,600	43,000	72,900	266,200	133,200	**2,547,900**	20
D.—Salaries and Expenses of Civil Departments—							
18.—General Administration	620,800	749,000	88,800	248,700	124,300	1,831,600	21
19.—Law and Justice { Courts of Law	112,200	2,741,300	800	1,100	500	2,855,900	22
19.—Law and Justice { Jails	156,000	752,900	...	(*b*)3,100	(*b*)1,600	913,600	23
20.—Police	720,400	2,884,800	304,800	...	...	3,910,000	24
21.—Marine (including River Navigation)	351,900	158,800	2,900	177,700	88,900	780,200	25
22.—Education	23,300	811,100	659,900	1,600	800	1,496,700	26
23.—Ecclesiastical	168,700	...	...	400	200	169,300	27
24.—Medical	40,400	613,400	264,900	8,300	4,100	931,100	28
25.—Political	679,600	58,800	...	22,100	11,100	771,600	29
26.—Scientific and other Minor Departments	250,400	134,600	29,400	38,700	19,400	472,500	30
TOTAL	3,123,700	8,904,700	1,351,500	501,700	250,900	**14,132,500**	31
E.—Miscellaneous Civil Charges—							
27.—Territorial and Political Pensions	500,400	...	...	23,900	11,900	536,200	32
28.—Civil Furlough and Absentee Allowances	1,000	...	...	209,000	104,500	314,500	33
29.—Superannuation Allowances and Pensions	83,200	787,300	4,800	1,748,200	874,100	3,497,600	34
30.—Statoinery and Printing	97,700	401,300	7,600	46,800	23,400	576,800	35
32.—Miscellaneous	38,500	99,900	65,300	28,100	14,000	245,800	36
TOTAL	720,800	1,288,500	77,700	2,056,000	1,027,900	**5,170,900**	37
F.—Famine Relief and Insurance—							
33.—Famine Relief	...	120,000	10,000	...	..	130,000	38
34.—Construction of Protective Railways	1,011,700	...	...	...	...	1,011,700	39
35.—Construction of Protective Irrigation Works	65,000	...	...	...	...	65,000	40
TOTAL	1,076,700	120,000	10,000	...	...	(*c*)**1,206,700**	41
Carried over	11,823,200	15,089,200	2,520,500	5,259,200	2,629,600	**37,321,700**	42

	BUDGET ESTIMATE, 1892-93.				REVISED ESTIMATE, 1892-93.			
	India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total
	Rx.	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
(*a*) The "Interest on Debt" is distributed as follows:—								
Interest on Debt (other than that charged to Railways and Irrigation Works) as above	—123,200	2,395,800	1,197,900	3,470,500	—66,400	2,433,400	1,460,000	3,827,000
Under Railway Revenue Account	3,160,300	1,237,200	618,600	5,016,100	3,167,600	1,222,200	733,300	5,123,100
Under Irrigation	1,138,900	...	...	1,138,900	1,138,900	...	...	1,138,900
TOTAL	4,176,000	3,633,000	1,816,500	**9,625,500**	4,240,100	3,655,600	2,193,300	10,089,000

* See foot-note to Abstract A, p. 304.

(*b*) Shown under "Courts of Law" in the Financial Statement.

of Expenditure.

respect of transactions in India, including those of "Exchange."]
which appear in the General Account.

Number of Item.	REVISED ESTIMATE, 1892-93.						ACCOUNTS, 1892-93.					
	INDIA.			England.	Exchange. *	TOTAL.	INDIA.			England.	Exchange. *	TOTAL.
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
1	183,300	67,400	7,200	...	...	257,900	178,971	71,525	6,792	...	...	257,288
2	540,000	977,500	...	...	...	1,517,500	526,231	1,041,545	...	...	...	1,567,776
3	370,400	2,645,100	939,600	600	400	3,956,100	375,811	2,631,727	927,856	594	357	3,936,345
4	1,593,900	...	...	700	400	1,595,000	1,601,381	...	...	696	419	1,602,496
5	398,800	65,400	...	700	400	465,300	393,768	63,805	...	708	426	458,707
6	—25,800	110,000	...	32,000	19,200	141,400	—29,841	121,011	...	31,277	18,817	141,264
7	147,400	46,700	...	...	...	194,100	146,291	46,722	...	...	...	193,013
8	...	45,200	13,100	...	...	58,300	...	44,550	11,109	...	...	55,659
9	52,600	87,200	...	100	...	139,900	52,631	87,979	...	15	9	140,634
10	15,200	15,200	...	...	...	30,400	15,135	15,036	...	...	...	30,171
11	494,900	398,000	...	1,700	1,000	895,600	479,544	382,835	...	1,777	1,069	865,225
12	106,600	105,500	...	...	...	212,100	107,085	106,031	...	...	...	213,116
13	3,877,300	4,569,200	959,900	35,800	21,400	**9,463,600**	3,847,007	4,612,766	945,757	35,067	21,097	**9,461,694**
14	—162,300	95,900	...	2,433,400	1,460,000	3,827,000	—135,787	95,720	...	2,433,496	1,464,053	3,857,482
15	512,700	...	3,200	200	100	516,200	513,421	...	3,006	221	133	516,781
16	350,400	95,900	3,200	2,433,600	1,460,100	**4,343,200**	377,634	95,720	3,006	2,433,717	1,464,186	**4,374,263**
17	1,281,300	41,400	73,100	94,900	56,900	1,547,600	1,251,020	41,890	72,427	95,658	57,550	1,518,545
18	635,500	...	...	144,800	86,900	867,200	647,208	...	...	142,271	85,594	875,073
19	95,800	...	...	11,100	6,700	113,600	95,614	...	...	10,235	6,158	112,007
20	2,012,600	41,400	73,100	250,800	150,500	**2,528,400**	1,993,842	41,890	72,427	248,164	149,302	**2,505,625**
21	615,700	763,100	93,200	256,200	153,700	1,881,900	613,352	759,443	89,743	255,545	153,742	1,871,825
22	115,400	2,756,700	1,300	200	100	2,873,700	114,860	2,760,020	1,244	191	115	2,876,430
23	157,200	759,200	...	(*b*)400	(*b*)300	917,100	163,761	754,277	22	426	256	918,742
24	704,300	2,835,200	316,500	...	...	3,856,000	710,061	2,846,635	316,949	...	...	3,873,645
25	332,600	144,200	3,200	301,100	180,700	961,800	237,854	150,810	3,211	290,476	174,758	857,109
26	23,100	783,200	636,900	1,700	1,000	1,445,900	24,210	780,208	629,816	1,742	1,048	1,437,024
27	167,800	...	...	300	200	168,300	167,627	...	...	300	180	168,107
28	38,600	615,500	265,800	9,600	5,800	935,300	39,213	622,632	264,320	9,663	5,814	941,642
29	713,600	75,300	...	22,400	13,400	824,700	734,623	71,711	24	22,327	13,432	842,117
30	243,800	129,500	29,000	48,200	28,900	479,400	242,893	128,350	31,151	44,128	26,549	473,271
31	3,112,100	8,861,900	1,345,900	640,100	384,100	**14,344,100**	3,048,454	8,874,286	1,336,480	624,798	375,894	**14,259,912**
32	494,600	...	...	29,700	17,800	542,100	494,796	...	...	29,218	17,578	541,592
33	1,200	...	...	208,900	125,300	335,400	1,335	...	...	207,826	125,033	334,194
34	78,400	791,800	3,100	1,830,100	1,098,100	3,801,500	84,478	792,706	4,006	1,810,546	1,089,270	3,781,006
35	85,900	449,000	8,000	52,600	31,600	627,100	94,405	461,014	7,879	52,868	31,807	647,973
36	50,900	92,500	62,200	29,600	17,800	253,000	44,837	91,750	59,668	22,089	13,831	233,075
37	711,000	1,333,300	73,300	2,150,900	1,290,600	**5,559,100**	719,851	1,345,470	71,553	2,123,447	1,277,519	**5,537,840**
38	16,100	30,600	30,100	...	...	76,800	17,296	24,906	28,639	...	...	70,841
39	993,900	...	...	...	...	993,900	984,469	...	...	...	...	984,469
40	57,200	...	...	3,600	2,200	63,000	55,054	...	...	3,583	2,156	60,793
41	1,067,200	30,600	30,100	3,600	2,200	(*c*)**1,133,700**	1,056,819	24,906	28,639	3,583	2,156	(*c*)**1,116,103**
42	11,130,600	14,932,300	2,485,500	5,514,800	3,308,900	**37,372,100**	11,043,607	14,995,038	2,457,862	5,468,776	3,290,154	**37,255,437**

	ACCOUNTS, 1892-93.			
	India.	England.	Exchange.	Total.
	Rx.	£	*Rx.*	*Rx.*
	—40,067	2,433,496	1,464,053	3,857,482
	3,169,522	1,222,191	735,301	5,127,014
	1,138,386	...	...	1,138,386
	4,267,841	3,655,687	2,199,354	10,122,882

(*c*) The following further sums, which are included under "XXVI and 38—State Railways", are chargeable to the grant for Famine Relief and Insurance, as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—

	Budget.	1892-93. Revised.	Accounts.
Indian Midland Railway	220,100	232,900	253,650
Bengal-Nagpur Railway	73,200	133,400	130,247
	293,300	366,300	383,897

Abstract B.—*Details of Expenditure*—concluded.

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]

Heads of Expenditure.	Budget Estimate, 1892-93. India. Imperial.	Budget Estimate, 1892-93. India. Provincial.	Budget Estimate, 1892-93. India. Local.	Budget Estimate, 1892-93. England.	Budget Estimate, 1892-93. Exchange.*	Budget Estimate, 1892-93. Total.	Number of Item.	Revised Estimate, 1892-93. India. Imperial.	Revised Estimate, 1892-93. India. Provincial.	Revised Estimate, 1892-93. India. Local.	Revised Estimate, 1892-93. England.	Revised Estimate, 1892-93. Exchange.*	Revised Estimate, 1892-93. Total.	Accounts, 1892-93. India. Imperial.	Accounts, 1892-93. India. Provincial.	Accounts, 1892-93. India. Local.	Accounts, 1892-93. England.	Accounts, 1892-93. Exchange.*	Accounts, 1892-93. Total.
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*		*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
Brought forward	11,823,200	15,089,200	2,520,500	5,259,200	2,629,600	37,321,700	1	11,130,600	14,932,300	2,485,500	5,514,800	3,308,900	37,372,100	11,043,607	14,995,038	2,457,862	5,468,776	3,290,154	37,255,437
G.—37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	118,300	183,200	...	...	...	301,500	2	158,500	134,400	...	...	...	292,900	201,225	138,262	...	...	...	339,487
H.—Railway Revenue Account—																			
38.—State Railways:																			
Working Expenses	7,522,600	356,200	...	...	...	7,878,800	3	7,448,900	353,500	...	...	...	7,802,400	7,579,288	365,580	...	...	...	7,944,868
Interest on Debt	2,930,900	210,000	...	1,017,400	508,700	4,067,000	4	2,937,700	210,500	...	1,017,000	610,200	4,775,400	2,939,735	210,372	...	1,017,092	611,908	4,779,107
Annuities in purchase of Railways	...	...	...	1,696,600	848,300	2,544,900	5	...	...	...	1,696,600	1,018,000	2,714,600	...	...	...	1,696,651	1,020,748	2,717,399
Interest chargeable against Companies on Advances	...	...	...	219,800	109,900	329,700	6	...	...	...	205,200	123,100	328,300	...	...	...	205,099	123,393	328,492
Interest on Capital deposited by Companies	31,200	...	...	662,900	331,500	1,025,600	7	30,500	...	...	659,200	395,500	1,085,200	30,108	...	...	659,351	396,682	1,086,141
39.—Guaranteed Companies:																			
Surplus Profits, Land and Supervision	600,000	...	...	...	...	600,000	8	612,000	...	...	...	...	612,000	611,347	...	...	...	...	611,347
Interest	38,600	...	...	2,145,100	1,072,600	3,256,300	9	2,800	...	...	2,145,300	1,287,200	3,435,300	2,673	...	...	2,145,297	1,290,665	3,438,635
40.—Subsidised Companies: Land, etc.	(a)30,000	14,900	...	...	...	44,900	10	2,800	...	...	...	...	31,900	12,383	16,643	...	...	...	29,026
41.—Miscellaneous Railway Expenditure	60,000	...	...	...	...	60,000	11	15,000	16,900	...	...	...	...	—10,860	...	...	...	...	—10,860
								—10,100	...	...	...	...	—10,100						
Total	11,213,300	581,100	...	5,741,800	2,871,000	**20,407,200**	12	11,036,800	580,900	...	5,723,300	3,434,000	**20,775,000**	11,164,674	592,595	...	5,723,490	3,443,396	**20,924,155**
J.—Irrigation—																			
42.—Major Works:																			
Working Expenses	390,000	381,000	...	...	...	771,000	13	403,800	386,800	...	...	...	790,600	410,603	383,348	...	...	...	793,951
Interest on Debt	605,200	533,700	...	...	...	1,138,900	14	600,300	532,600	...	...	...	1,138,900	605,959	532,427	...	...	...	1,138,386
43.—Minor Works and Navigation	362,700	636,700	9,200	700	300	1,009,600	15	413,300	627,800	10,600	700	400	1,052,800	390,253	606,438	10,524	579	348	1,008,142
Total	1,357,900	1,551,400	9,200	700	300	**2,919,500**	16	1,423,400	1,547,200	10,600	700	400	**2,982,300**	1,406,815	1,522,213	10,524	579	348	**2,940,479**
K.—Buildings and Roads—																			
44.—Military Works	1,126,200	...	...	38,400	19,200	1,183,800	17	1,124,900	...	...	40,800	24,500	1,190,200	1,131,728	...	...	40,628	24,443	1,196,799
45.—Civil Works	712,000	2,198,500	1,695,800	86,700	43,300	4,736,300	18	665,900	2,191,500	1,741,100	86,700	52,000	4,737,200	635,087	2,162,357	1,714,593	85,940	51,704	4,649,681
Total	1,838,200	2,198,500	1,695,800	125,100	62,500	**5,920,100**	19	1,790,800	2,191,500	1,741,100	127,500	76,500	**5,927,400**	1,766,815	2,162,357	1,714,593	126,568	76,147	**5,846,480**
L.—Army Services—																			
46.—Army:																			
Effective	14,082,100	...	...	2,397,400	1,198,700	17,678,200	20	14,573,000	...	...	2,635,300	1,581,200	18,789,500	14,657,935	...	...	2,500,499	1,504,364	18,662,798
Non-Effective	924,600	...	...	2,197,100	1,098,600	4,220,300	21	949,200	...	...	2,387,000	1,432,200	4,768,400	931,156	...	...	2,388,297	1,436,860	4,756,313
Total	15,006,700	...	...	4,594,500	2,297,300	**21,898,500**	22	15,522,200	...	...	5,022,300	3,013,400	**23,557,900**	15,589,091	...	...	4,888,796	2,941,224	**23,419,111**
L.L.—Special Defence Works—																			
47.—Special Defence Works	270,900	...	...	229,100	114,500	614,500	23	279,300	...	...	175,000	105,000	559,300	255,723	...	...	126,332	76,005	458,060
Total Expenditure, Imperial and Provincial	41,628,500	19,603,400	4,225,500	15,950,400	7,975,200	89,383,000	24	41,341,600	19,386,300	4,237,200	16,563,600	9,938,200	91,466,900	41,427,950	19,410,465	4,182,979	16,334,541	9,827,274	91,183,209
Transfers between Provincial and Local	...	+254,200	—254,200	...	...	...	25	...	+423,000	—423,000	...	...	...	...	+431,865	—431,865			
M.—*Add*—Portion of Allotments to Provincial Governments not spent by them in the year	...	...	15,000	...	...	...	26	...	56,700	44,900	...	...	—363,800	...	75,978	120,507	...	...	—177,359
Deduct—Portion of Provincial Expenditure defrayed from Provincial Balances	...	*856,800*	*289,900*			—1,161,700		...	*376,200*	*89,200*				...	*337,395*	*86,449*			
Total Expenditure charged against Revenue	41,628,500	18,970,800	3,696,400	15,950,400	7,975,200	**88,221,300**	27	41,341,600	19,489,800	3,769,900	16,563,600	9,938,200	**91,103,100**	41,427,950	19,580,913	3,835,172	16,334,541	9,827,274	**91,005,850**

N.—Expenditure not charged to Revenue—	Budget Estimate, 1892-93. India.	Budget Estimate, 1892-93. England.	Budget Estimate, 1892-93. Exchange.	Budget Estimate, 1892-93. Total.		Revised Estimate, 1892-93. India.	Revised Estimate, 1892-93. England.	Revised Estimate, 1892-93. Exchange.	Revised Estimate, 1892-93. Total.	Accounts, 1892-93. India.	Accounts, 1892-93. England.	Accounts, 1892-93. Exchange.	Accounts, 1892-93. Total.
	Rx.	£	*Rx.*	*Rx.*		*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
Capital Expenditure on Railways and Irrigation Works—													
48.—State Railways	1,412,000	1,382,000	691,000	3,485,000	28	1,727,900	1,068,000	640,800	3,436,700	1,798,040	1,034,673	622,486	3,455,199
49.—Irrigation Works	544,500	3,700	1,800	550,000	29	536,900	8,200	4,900	550,000	521,789	5,808	3,494	531,091
Total	1,956,500	1,385,700	692,800	**4,035,000**	30	2,264,800	1,076,200	645,700	**3,986,700**	2,319,829	1,040,481	625,980	**3,986,290**

* See foot-note in Abstract A, p. 304.

(a) Includes Rx. 3,200 on account of Advances of Interest.

Abstract C.—*Details of Receipts and Disbursements.*

[Rx. 1 is recorded for every 10 Rupees in respect of transactions *in India*, including those of "Exchange."]
The figures in thick type are those which appear in the General Account.

	Budget Estimate, 1892-93.			Revised Estimate, 1892-93.			Accounts, 1892-93.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Revenue (from Abstract A).	88,066,700	200,800	88,267,500	89,683,000	211,400	89,894,400	89,819,707	220,233	90,039,940
Exchange added to Revenue	100,400	...	100,400	126,800	...	126,800	132,498	...	132,498
TOTAL	88,167,100	200,800	88,367,900	89,809,800	211,400	90,021,200	89,952,205	220,233	90,172,438
O.—Permanent Debt incurred—									
Sterling Debt—									
3. p. c. Stock	...	1,800,000		...	1,300,000		...	1,300,000	
Rupee Debt—									
4. p. c. Rupee Loan	...	...		...	...		23	...	
Loan from Rampur State	250,000	...		250,000	...		250,000	...	
TOTAL	250,000	1,800,000	2,050,000	250,000	1,300,000	1,550,000	250,023	1,300,000	1,550,023
NET			**127,700**			**0**			**0**
P.—Unfunded Debt—									
Treasury Notes	...	...		1,000	...		900	...	
Deposits of Service Funds	132,900	...		135,400	...		135,225	...	
Savings Bank Deposits	3,775,200	...		4,209,500	...		4,223,923	...	
TOTAL	3,908,100	...	3,908,100	4,345,900	...	4,345,900	4,360,048	...	4,360,048
NET			**869,000**			**1,056,100**			**963,902**
Q.—Deposits and Advances—									
Balances of Provincial Allotments	15,000	...		101,600	...		196,485	...	
Excluded Local Funds	680,100	...		759,500	...		728,536	...	
Political and Railway Funds	319,800	...		323,400	...		332,727	...	
Deposits of Sinking Fund	9,000	...		4,500	...		4,493	...	
Departmental and Judicial Deposits	14,608,200	...		15,907,800	...		16,153,386	...	
Advances	8,961,300	6,200		14,646,200	4,500		14,905,174	4,471	
Suspense Accounts	42,000	...		19,500	...		75,572	...	
Exchange on Remittance Accounts (net)	459,200	...		915,000	...		1,160,364	...	
Miscellaneous	61,000	...		55,000	...		123,879	...	
TOTAL	25,155,600	6,200	25,161,800	32,732,500	4,500	32,737,000	33,680,616	4,471	33,685,087
NET			**0**			**454,100**			**749,274**
Carried over	117,480,800	2,007,000		127,138,200	1,515,900		128,242,892	1,524,704	

	Budget Estimate, 1892-93.			Revised Estimate, 1892-93.			Accounts, 1892-93.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Expenditure, Imperial and Provincial (from Abstract B)	65,457,400	15,950,400	81,407,800	64,965,100	16,563,600	81,528,700	65,021,394	16,334,541	81,355,935
Exchange, charged as Expenditure	7,975,200		7,975,200	9,938,200		9,938,200	9,827,274		9,827,274
Add—Provincial Surpluses, transferred to "Deposits"	15,000		15,000	101,600		101,600	196,485		196,485
Deduct—Provincial Deficits, charged against "Deposits"	*1,176,700*		*1,176,700*	*465,400*		*465,400*	*373,844*		*373,844*
TOTAL	72,270,900	15,950,400	88,221,300	74,539,500	16,563,600	91,103,100	74,671,309	16,334,541	91,005,850
Expenditure not charged to Revenue—									
Capital Outlay on Railways and Irrigation Works	1,956,500	1,385,700		2,264,800	1,076,200		2,319,829	1,040,481	
Add—Exchange on Expenditure not charged to Revenue	692,800	...		645,700	...		625,980	...	
TOTAL	2,649,300	1,385,700	4,035,000	2,910,500	1,076,200	3,986,700	2,945,809	1,040,481	3,986,290
O—Permanent Debt discharged—									
Sterling Debt—									
India 5 p. c. Stock	...	...		...	400		...	400	
India 4 p. c. Stock	...	...		...	500		...	940	
Oudh and Rohilkund Railway Debentures	...	1,770,300		...	1,770,300		...	1,770,300	
South Indian Railway Debentures	...	150,000		...	150,000		...	150,000	
Rupee Debt—									
5½ p. c. Loans	...	...		...	...		1,200	...	
5 p. c. Loans	...	...		...	...		220	...	
4½ p. c. Loan	1,000	...		3,200	...		1,900	...	
4 p. c. Loan	500	...		...	...		1,410	...	
Provincial Debentures	500	...		1,800	...		...	...	
Stock Notes	...	...		...	...		58	...	
TOTAL	2,000	1,920,300	1,922,300	5,000	1,921,200	1,926,200	4,788	1,921,640	1,926,428
NET			**0**			**376,200**			**376,405**
P.—Unfunded Debt—									
Special Loans	100	...		200	...		88	...	
Treasury Notes	...	...		500	...		700	...	
Deposits of Service Funds	88,500	...		92,200	...		93,774	...	
Savings Bank Deposits	2,950,500	...		3,196,900	...		3,301,584	...	
TOTAL	3,039,100	...	3,039,100	3,289,800	...	3,289,800	3,396,146	...	3,396,146
NET			**0**			**0**			**0**
Q.—Deposits and Advances—									
Balances of Provincial Allotments	1,176,700	...		465,400	...		373,844	...	
Excluded Local Funds	690,200	...		753,700	...		728,239	...	
Political and Railway Fund	305,100	...		328,900	...		331,618	...	
Departmental and Judicial Deposits	14,610,400	...		15,732,100	...		15,890,673	...	
Advances	8,941,400	1,100		14,869,400	4,200		15,141,786	4,236	
Suspense Accounts	41,400	...		51,800	...		204,778	...	
Miscellaneous	194,700	500		76,800	600		259,780	859	
TOTAL	25,959,900	1,600	25,961,500	32,278,100	4,800	32,282,900	32,939,718	5,095	32,935,813
NET			**799,700**			**0**			**0**
Carried over	103,921,200	19,258,000		113,022,900	19,565,800		113,948,770	19,301,757	

Abstract C.—*Details of Receipts and Disbursements*—continued.

	Budget Estimate, 1892-93.			Revised Estimate, 1892-93.			Accounts, 1892-93.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Brought forward	117,480,800	2,007,000		127,138,200	1,515,900		128,242,892	1,524,704	
R.—Loans and Advances by Imperial Government	98,200	...	98,200	102,300	...	102,300	151,968	...	151,968
Net			0			0			0
RR.—Loans and Advances by Provincial Governments	230,200	...	230,200	310,000	...	310,000	293,477	...	293,477
Net			0			0			0
S.—Capital Receipts from Railway Companies—									
On Account of Subscribed Capital	160,000	1,788,200		...	1,538,600		77,500	1,570,567	
Repayments	1,110,600	...		1,175,800	9,100		1,059,900	9,101	
Total	1,270,600	1,788,200	3,058,800	1,175,800	1,547,700	2,723,500	1,137,400	1,579,668	2,717,068
Net			0			626,500			692,280
T.—Remittances—									
Inland Money Orders	19,300,000	...		18,100,000	...		18,117,635	...	
Other Local Remittances	...	...		...	...		117,010	...	
Other Departmental Accounts	654,000	...		630,200	...		681,619	...	
Net Receipts by Civil Treasuries from—									
Post Office	805,400	...		988,900	...		916,027	...	
Telegraph	..	...		57,500	...		40,213	...	
Guaranteed Railways	3,379,100	...		3,575,200	...		3,537,002	...	
Public Works	...	...		408,300	...		...	...	
Net Receipts from Civil Treasuries by—									
Telegraph	5,500	...		...	...		...	...	
Marine	267,000	...		203,700	...		189,514	...	
Military	13,718,600	...		14,113,600	...		14,137,186	...	
Public Works	810,400	...		301,760	...		265,418	...	
Remittance Account between England and India	1,338,100	125,000		1,372,400	194,600		1,409,717	179,285	
Total	40,278,100	125,000	40,403,100	39,751,500	194,600	39,946,100	39,412,241	179,285	39,591,526
Net			0			649,500			128,840
U.—Secretary of State's Bills drawn	...	17,000,000	17,000,000	...	17,200,000	17,200,000	...	16,532,215	16,532,215
Total Receipts	159,357,900	20,920,200		168,477,800	20,458,200		169,237,978	19,815,872	
V.—Opening Balance	16,750,044	3,261,050		17,287,005	4,122,626		17,287,005	4,122,626	
Grand Total	176,107,944	24,181,250		185,764,805	24,580,826		186,524,983	23,938,498	

	Budget Estimate, 1892-93.			Revised Estimate, 1892-93.			Accounts, 1892-93.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	£	*Rx.*
Brought forward	103,921,200	19,258,000		113,022,900	19,565,800		113,948,770	19,301,757	
R.—Loans and Advances by Imperial Government	277,000	...	277,000	442,800	...	442,800	508,236	...	508,236
Net			178,800			340,500			356,268
RR.—Loans and Advances by Provincial Governments	662,900	...	662,900	812,200	...	812,200	786,817	...	786,817
Net			432,700			502,200			493,340
S.—Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	138,200		...	...		...	...	
For Expenditure	1,679,100	1,292,100		1,146,400	959,600		1,103,219	921,569	
Total	1,679,100	1,430,300	3,109,400	1,146,400	950,600	2,097,000	1,103,219	921,569	2,024,788
Net			50,600			0			0
T.—Remittances—									
Inland Money Order	19,300,000	...		18,100,000	...		18,098,856	...	
Other Local Remittances	...	...		1,500	...		...	...	
Other Departmental Accounts	654,000	...		630,200	...		671,127	...	
Net Payments into Civil Treasuries by—									
Post Office	805,400	...		988,900	...		916,927	...	
Telegraph	...	...		57,500	...		40,381	...	
Guaranteed Railways	3,379,100	...		3,575,200	...		3,537,002	...	
Net Issues from Civil Treasuries to—									
Telegraph	5,500	...		...	...		...	...	
Marine	267,000	...		203,700	...		189,533	...	
Military	13,718,600	...		14,113,600	...		14,137,186	...	
Public Works	810,400	...		...	...		250,357	...	
Remittance Account between England and India	162,400	1,316,800		164,400	1,461,600		174,533	1,446,784	
Total	39,102,400	1,316,800	40,419,200	37,835,000	1,461,600	39,296,600	38,015,902	1,446,784	39,462,686
Net			16,100			0			0
U.—Secretary of State's Bills paid	17,166,500	...	17,166,500	17,301,300	...	17,301,300	16,890,283	...	16,890,283
Total Disbursements	162,809,100	22,005,100		170,560,600	21,978,000		171,253,227	21,670,119	
V.—Closing Balance	13,298,844	2,176,150		15,204,205	2,602,826		15,271,756	2,268,388	
Grand Total	176,107,944	24,181,250		185,764,805	24,580,826		186,524,983	23,938,498	

Abstract D.—*Account of Provincial and Local Savings charged to Revenue and held at the disposal of Provincial Governments under their Provincial Contracts.*

A.—Provincial Balances.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Budget Estimate, 1892-93.										
Balance at end of 1891-92 (by Revised Estimate)	...	204,894	381,219	112,720	199,977	492,830	273,287	402,741	388,200	2,455,868
Added in 1892-93	...	...	...	...	...	...	...	...	...	...
Spent in 1892-93	...	52,700	158,400	40,400	...	91,500	102,700	254,400	186,700	886,800
Balance at end of 1892-93	...	152,194	222,819	72,320	199,977	401,330	170,587	148,341	201,500	1,569,068
Revised Estimate, 1892-93.										
Balance at end of 1891-92 (by Accounts)	...	205,434	381,217	135,905	235,343	512,431	277,068	419,071	407,011	2,573,480
Added in 1892-93	...	...	54,400	...	...	2,300	...	...	...	56,700
Spent in 1892-93	...	37,800	...	7,300	10,700	...	93,100	176,100	51,200	376,200
Balance at end of 1892-93	...	167,634	435,617	128,605	224,643	514,731	183,968	242,971	355,811	2,253,980
Accounts, 1892-93.										
Balance at end of 1891-92	...	205,434	381,217	135,905	235,343	512,431	277,068	419,071	407,011	2,573,480
Added in 1892-93	...	...	66,642	9,336	...	...	...	...	...	75,978
Spent in 1892-93	...	21,798	...	...	9,825	16,752	106,050	159,081	23,888	337,395
Balance at end of 1892-93	...	183,636	447,859	145,241	225,517	495,679	171,018	259,990	383,123	2,312,063

B.—Local Balances.

NOTE.—Those Balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Budget Estimate, 1892-93.										
Balance at end of 1891-92 (by Revised Estimate)	13,062	76,669	83,194	21,839	153,320	82,565	197,618	518,635	360,567	1,507,469
Added in 1892-93	...	...	...	...	...	15,000	...	...	...	15,000
Spent in 1892-93	2,000	20,900	6,800	11,800	73,200	...	18,500	152,300	4,400	289,900
Balance at end of 1892-93	11,062	55,769	76,394	10,039	80,120	97,565	179,118	366,335	356,167	1,232,569
Revised Estimate, 1892-93.										
Balance at end of 1891-92 (by Accounts)	13,020	85,047	103,408	28,781	166,846	88,144	195,927	549,033	380,227	1,610,433
Added in 1892-93	...	...	17,900	...	...	23,700	...	3,300	...	44,900
Spent in 1892-93	800	2,800	...	19,300	28,300	...	18,900	...	19,100	89,200
Balance at end of 1892-93	12,220	82,247	121,308	9,481	138,546	111,844	177,027	552,333	361,127	1,566,133
Accounts, 1892-93.										
Balance at end of 1891-92	13,020	85,047	103,408	28,781	166,846	88,144	195,927	549,033	380,227	1,610,433
Added in 1892-93	549	345	29,437	...	...	23,374	...	66,802	...	120,507
Spent in 1892-93	...	...	...	24,586	1,388	...	1,784	...	8,691	36,449
Balance at end of 1892-93	13,569	85,392	132,845	4,195	165,458	111,518	194,143	615,835	371,536	1,694,491

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture, No. $\frac{1072}{9}$ M. & E., dated Calcutta, the 8th March 1894.

MUSEUMS and EXHIBITIONS.

NOTICE of the Working-men's International Exposition to be held at Milan in November 1894:—

This Exposition will comprise three general classes—*Work*, *Prevision*, and *Instruction*.

I.—Work.

1. Products of individual workers:—
   (*a*) Independent workers;
   (*b*) Small industries;
   (*c*) Household work.
2. Products of collective work:—
   (*a*) Products of Co-operative Societies of workmen;
   (*b*) Products of workmen employed in offices.

II.—Prevision.

1. Societies for mutual aid and improvement, Trades Unions.
2. Chamber of Industry and libre institutions.
3. Workmen's Co-operative Society.
4. Institutions and means of insurance against accidents.
5. Institutions, models, studies and materials for showing how working people live, eat, dress, etc., in the city and in the country in different countries.
6. Hygiene.
7. Bibliography relative to workmen of the city and country.

III.—Instruction.

1. Industrial Schools.
2. Professional Schools for workmen.
3. Educational Institutions for workmen (Clubs, Libraries, recreations, etc.).
4. Bibliography.

Applications should be addressed to the Committee in Milan, Rastrelli Street, by the 30th November next at latest, with a description of the proposed exhibit and the space required.

The Committee will furnish applicants with the special programmes, regulations, etc., relating to the Exhibition and with information regarding space, position, expenses of transport, and customs.

ORDERED that the Notice be published for general information in the Supplement to the *Gazette of India*.

[True Extract.]

M. FINUCANE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

PROGRESS OF EDUCATION IN INDIA, DURING THE YEAR 1892-93.

No. 1 Education 72 A—83

Extract from the Proceedings of the Government of India, in the Home Department (Education),—dated Calcutta, the 13th March 1894.

READ—

The several Reports on the Progress of Education in India during the year 1892-93, with the orders passed on them by Local Governments and Administrations.

RESOLUTION.

In the Resolution recorded in the Home Department, dated the 18th June 1888, the Governor General in Council reviewed at length the statistics regarding education for 1885-86 and 1886-87, in connection with the first General Education Report for the whole of India, which was drawn up by Sir Alfred Croft, Director of Public Instruction, Bengal, and in which the progress of education during the years 1881-82 to 1885-86 was discussed. The second General Report, which treats of the progress made during the five years commencing on the 1st April 1887 and ending on the 31st March 1892, has been prepared by Mr. A. M. Nash, Professor, Presidency College, Calcutta, and is now under the consideration of the Government of India. In publishing, for general information, the statistics of education for 1892-93, His Excellency in Council merely desires to call attention to the most prominent features presented by them.

2. The total number of public and private institutions to which the Educational Reports relate rose from 141,793 in 1891-92 to 144,699 in 1892-93. There was, however, a falling-off in the number of Primary Schools for both boys and girls, the total number being 97,109 in the former year and 96,409 in the latter.

3. The percentage of scholars to the total population of school-going age (calculated at 15 per cent. on the statistics of population according to the last Census) was 11·38 in 1892-93, as compared with 11·06 in 1891-92. The total number of pupils under instruction at the educational institutions of all classes on the 31st March 1893 was 3,966,267, while on the same date of the previous year the number was 3,856,821. The number attending public institutions increased from 3,348,910 in 1891-92 to 3,418,916 in 1892-93, and the number attending private institutions rose from 507,918 in the previous year to 547,351 in the year under report.

4. From the statement given in the margin, which shows the average monthly attendance at the several classes of public institutions during the year, it will be seen that there was an increase in the monthly average number of pupils present at these institutions from 3,158,613 in 1891-92 to 3,228,144 in 1892-93. As noticed in previous Resolutions, statistics to show the monthly average attendance at private institutions (advanced and elementary) are not available. On the 31st March 1893 there were 13,387 scholars on the rolls of the Arts Colleges, as compared with 12,985 on the corresponding date in 1892. The number on the rolls of the Colleges or Departments of Colleges for professional training also increased from 3,292 at the end of the previous year to 3,344 at the end of 1892-93. There was also a satisfactory increase in the number of pupils at Secondary and Primary Schools, from 473,294 and 2,837,607, respectively, on the 31st March 1892 to 488,261 and 2,890,824 on the 31st March 1893. There was a slight falling-off in the number of pupils in Training Schools for Masters (4,327), as compared with the previous year (4,353); but there was a substantial increase in the number on the rolls of Training Schools for Mistresses, which rose from 793 at the close of 1891-92 to 1,092 at the close of 1892-93. The number attending other special schools (17,681) was higher than at the close of 1891-92 (16,586).

Public Institutions.		Average monthly attendance. 1891-92.	1892-93.
Maintained by the Department.	Colleges	6,352	6,549
	Secondary Schools	52,354	51,427
	Primary Schools	28,975	24,168
	Schools for special instruction	12,781	13,664
Maintained by Local Funds and Municipal Boards.	Colleges	239	305
	Secondary Schools	103,782	111,979
	Primary Schools	743,626	767,011
	Schools for special instruction	1,446	1,222
Maintainrd by Native States.	Colleges	74	84
	Secondary Schools	7,115	7,573
	Primary Schools	123,822	126,777
	Schools for special instruction	270	276
Aided by the Department or by Local Funds or Municipal Boards.	Colleges	5,368	5,772
	Secondary Schools	218,138	220,774
	Primary Schools	1,416,974	1,429,935
	Schools for special instruction	4,638	5,149
Unaided	Colleges	3,823	4,002
	Secondary Schools	75,326	77,302
	Primary Schools	351,563	371,848
	Schools for special instruction.	1,947	2,327
	Total	3,158,613	3,228,144

5. Of the pupils under instruction, the number (including those at private institutions) engaged in studying English rose from 372,002 in 1891-92 to 388,650 in 1892-93, the chief increase being in Secondary Schools. The total number of scholars studying a classical language rose from 535,330 to 575,789, and the number studying a vernacular language from 3,492,846 to 3,607,327. There was a considerable increase in the number of pupils at private institutions who were studying a classical language as well as those who were studying a vernacular.

6. The race and religion of the pupils, and the proportion of each class to the total number, during the past two years may be seen from the following table:—

Race and Religion.	1891-92. Number.	1891-92. Proportion to total number.	1892-93. Number.	1892-93. Proportion to total number.
Hindus	2,600,733	67·43	2,661,136	67·10
Muhammadans	887,236	23·	894,241	22·55
Europeans and Eurasians	25,795	·67	26,952	·67
Native Christians	94,606	2·46	98,423	2·48
Miscellaneous races or religions	248,451	6·44	285,515	7·20

It is satisfactory to observe from the above figures the sustained increase among Muhammadan pupils. This increase is chiefly noticeable at Secondary and Primary Schools, which were attended by 646,686 Muhammadan pupils as compared with 637,687 in 1891-92.

7. The total expenditure (direct and indirect) rose from R3,05,19,632 in 1891-92 to R3,16,72,827 in the year under review. The direct expenditure, which was R2,40,93,149 in the preceding year, increased to R2,50,54,254; this increase, as in previous years, was mainly due to increased expenditure on Secondary and Primary Education, the amounts spent under these heads in 1892-93 having been R1,03,29,480 and R99,73,177, respectively, as compared with R98,95,691 and R96,14,284 in 1891-92. The expenditure on Arts Colleges rose from R20,43,552 to R21,10,205; that on Professional Colleges fell from R8,29,281 to R7,97,427; that on Training Schools for teachers rose from R6,67,376 to R6,82,740, and that on other special schools from R10,42,965 to R11,61,225. The indirect expenditure on education, which includes charges on account of direction, inspection, scholarships, buildings and miscellaneous items, and which in 1891-92 was R64,26,483, rose to R66,18,573 in 1892-93.

8. This expenditure was met from Provincial and Local Funds, from Municipal revenues, from Fees, and from miscellaneous sources such as Subscriptions, Endowments, etc.

The following statement compares the sums spent from each of these sources, and the proportion of each sum to the total cost of education, in 1891-92 and 1892-93:—

Sources from which expenditure on education is met.	1891-92.		1892-93.	
	Amount.	Proportion to total cost.	Amount.	Proportion to total cost.
	R	Per cent.	*R*	Per cent.
Provincial Revenues . .	88,13,549	28·87	88,60,611	27·98
Local Funds	53,94,808	17·67	54,44,351	17·19
Municipal Funds . . .	14,09,827	4·62	14,54,454	4·59
Fees	88,54,750	29·03	92,61,649	29·24
Miscellaneous	60,46,698	19·81	66,51,762	21·00
TOTAL .	3,05,19,632	100·	3,16,72,827	100·

Although the smallness of the Municipal contribution is to be regretted, the statistics summarized above exhibit, in the opinion of the Government of India, proof of progress in the Department of Public Instruction during the year 1892-93.

ORDER.—Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations marginally noted, and to the Revenue and Agricultural Department, for information.

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

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

(True Extract.)

C. J. LYALL,
Secretary to the Government of India.

Abstract R 2-93.

AREA AND POPULA				
Total area in square miles.	Number of Towns and Villages.		tage of	Remarks.
1	2		5	16
			to num-rns and	23·95 1·28
	Towns . .	1,374	N	25·23
1,067,638	Villages .	572,129	F	
	TOTAL .	573,503	to male f school-	20·32
			ars to ation of age.*	2·12
			to total f school-	11·38

EDUCATION—GENERAL TABLE I.

Abstract Return of Colleges, Schools and Scholars in the several Provinces comprised in British India for the official year 1892-93.

(For Details, see General Table III.)

AREA AND POPULATION.				PUBLIC INSTITUTIONS.							PRIVATE INSTITUTIONS.		GRAND TOTAL.	Percentage of	REMARKS.
				UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.							
Total area in square miles.	Number of Towns and Villages.	Population.		Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other special Schools.	Total of Public Institutions.	Advanced.	Elementary.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Institutions: For Males	105	39	4,553	91,035	116	455	96,293	†5,443	35,639	137,375	Institutions to number of towns and villages. 23·95	
			Institutions: For Females	3	...	409	5,384	41	15	5,852	...	1,472	7,324	1·28	
	Towns . . 1,374	Males . 118,103,476	TOTAL	108	39	4,962	96,409	157	470	102,145	5,443	37,111	144,699	25·23	
1,067,638	Villages . 572,129	Females . 114,164,609													
	TOTAL . 573,503	TOTAL . 232,358,085	Scholars: Males	13,337	3,283	453,019	2,605,680	4,285	16,948	3,096,552	63,617	442,323	3,602,492	Male scholars to male population of school-going age.* 20·32	
			Scholars: Females	50	61	35,242	285,144	1,134	733	322,364	647	40,764	363,775	Female scholars to female population of school-going age.* 2·12	
			TOTAL	13,387	3,344	488,261	2,890,824	5,419	17,681	3,418,916	64,264	483,087	3,966,267	Total scholars to total population of school-going age.* 11·38	

* The population of school-going age is taken at 15 per cent. of the whole population.

† Includes 2 schools (with 41 pupils) in Madras, not conforming to Departmental standards.

EDUCATION—GENERAL TABLE II.

Abstract Return of Expenditure on Public Instruction in the several Provinces comprised in British India for the official year 1892-93.

(For Details, see General Table IV.)

	TOTAL DIRECT EXPENDITURE ON PUBLIC INSTRUCTION.							TOTAL INDIRECT EXPENDITURE ON PUBLIC INSTRUCTION.								TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	REMARKS.
	UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.		TOTAL.	University.	Direction.	Inspection.	Scholarships.	Buildings.	Special grants for furniture and apparatus.	Miscellaneous.	TOTAL.		
	Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other Special Schools.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
1. Institutions — For males	21,02,612	7,97,427	87,34,370	88,76,560	5,44,643	11,34,897	2,21,90,509	5,68,638	3,35,772	19,31,819	7,36,248	21,12,372	1,79,420	7,54,304	66,18,573	3,16,72,827	
1. Institutions — For females	7,593	.....	15,95,110	10,96,617	1,38,097	26,328	28,63,745										
TOTAL	21,10,205	7,97,427	1,03,29,480	99,73,177	6,82,740	11,61,225	2,50,54,254	5,68,638	3,35,772	19,31,819	7,36,248	21,12,372	1,79,420	7,54,304	66,18,573	3,16,72,827	
2. (*a*) Percentages of Provincial expenditure included in columns 2—17 to Total Provincial expenditure on Public Instruction	10·2	7·0	19·5	15·7	5·2	6·9	64·5	0·2	3·8	13·8	4·7	10·3	0·7	2·0	35·5	100·0	
(*b*) Percentages of Local Fund expenditure included in columns 2—17 to Total Local Fund expenditure on Public Instruction	0·2	0·1	15·4	55·3	2·0	1·1	74·1	0·1	0·0	11·2	2·4	8·4	0·9	2·9	25·9	100·0	
(*c*) Percentage of Municipal expenditure included in columns 2—17 to Total Municipal expenditure on Public Instruction	1·7	0·2	35·4	43·0	0·4	2·9	84·5	0·0	0·0	2·0	1·9	7·2	0·7	3·7	15·5	100·0	
(*d*) Percentages of Total expenditure on columns 2—17 to Total expenditure on Public Instruction	6·7	2·5	32·6	31·5	2·1	3·7	79·1	1·8	1·0	6·1	2·3	6·7	0·6	2·4	20·9	100·0	
3. Average annual cost of educating each pupil in—	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	
Government Institutions — Cost to Provincial Revenues	160 11 0	263 12 8	12 6 11	4 1 1	111 2 11	52 6 11	30 13 11										
Government Institutions — Cost to Local and Municipal Funds	1 0 8	1 15 11	3 8 7	1 2 5	23 2 10	3 0 3	3 7 6										
Government Institutions — TOTAL COST	238 2 10	326 7 3	33 4 1	6 0 6	135 15 7	70 15 4	50 5 8										
Local Fund Schools — Cost to Provincial Revenues	...	...	0 9 2	0 15 9	62 8 8	17 13 10	0 15 8										
Local Fund Schools — Cost to Local Funds	...	...	4 13 1	3 2 9	93 12 7	37 4 10	3 6 4										
Local Fund Schools — TOTAL COST	...	...	8 4 7	4 10 4	174 7 7	111 5 10	5 2 5										
Municipal Schools — Cost to Provincial Revenues	20 2 11	...	1 8 3	1 3 7	53 8 3	4 13 1	1 5 7										
Municipal Schools — Cost to Municipal Funds	11 11 8	...	8 0 0	3 10 6	15 8 3	48 9 8	4 13 11										
Municipal Schools — TOTAL COST	86 13 0	6[illegible] 12 0	19 0 3	6 7 2	86 2 1	57 12 4	9 14 4										
Institutions in Native States — Cost to Native State Revenues	342 1 2	.	18 10 11	3 6 10	189 11 11	45 15 0	4 11 2										
Institutions in Native States — Cost to Local and Municipal Funds	...	.	1 6 7	0 7 3	...	2 10 5	0 8 2										
Institutions in Native States — TOTAL COST	384 4 7	.	35 3 9	4 8 3	193 13 7	48 11 5	6 11 0										
Aided Institutions — Cost to Provincial Revenues	40 6 2	[illegible] 9 10	4 7 3	0 5 9	35 2 0	18 5 4	1 1 8										
Aided Institutions — Cost to Local and Municipal Funds	4 13 7	.	2 0 5	0 11 11	3 6 4	7 13 10	0 15 2										
Aided Institutions — TOTAL COST	153 15 1	[illegible] 3 6	24 5 10	3 5 8	102 1 8	73 11 0	6 14 3										
Unaided Institutions — TOTAL COST	59 9 4	[illegible] 6 8	20 12 7	1 13 2	42 9 9	28 2 11	5 10 6										
All Institutions — Cost to Provincial Revenues	67 5 0	19[illegible] 1 2	3 10 10	0 8 2	87 11 10	35 3 0	1 12 4										
All Institutions — Cost to Local and Municipal Funds	2 9 1	[illegible] 6 10	2 14 2	1 5 6	22 7 1	5 14 4	1 10 1										
All Institutions — TOTAL COST	156 11 10	245 7 0	22 0 4	3 10 8	130 4 8	66 11 11	7 12 2										

EDUCATION—GENERAL TABLE III.

Return of Colleges, Schools and Scholars in the Several Provinces comprised in British India for the Official year 1892-93.

CLASS OF INSTITUTIONS.	PUBLIC INSTITUTIONS.																Grand total of public institutions.	Grand total of scholars on the 31st of March.	Number of Scholars on the 31st of March, learning.			Classification of Scholars on the 31st of March according to Race or Creed.					Number of girls in boys' schools.	Number of boys in girls' schools.	Remarks.
	Under public management.												Under private management.																
	Managed by Government.				Managed by Local Fund and Municipal Boards.				Maintained by Native States.				Aided by Government or Local Fund or Municipal Boards.				Unaided.												
	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.			English.	A classical language.	A vernacular language.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadans.	Others.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
UNIVERSITY EDUCATION. *Arts Colleges.*																																	
English	23	3,666	3,819	3,363	5	235	301	268	2	86	84	81	46	5,383	5,379	4,725	27	3,492	3,359	2,387	103	12,862	12,791	8,650	2,281	183	407	11,023	781	468	18	...	
Oriental	2	406	401	356	...	...	...	...	...	...	...	...	3	119	120	96	...	...	...	...	5	525	90	525	21	...	...	450	75	...	...	...	
Colleges or Departments of Colleges for Professional Training.																																	
Law	13	1,037	920	804	1	4	4	3	...	...	...	...	3	226	273	204	11	648	643	451	28	1,915	1,915	...	...	6	34	1,658	166	51	....	...	
Medicine	4	811	855	780	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	811	811	...	...	213	66	438	33	61	61	...	
Engineering	4	519	457	440	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	519	519	...	...	92	9	382	25	11	...	...	
Teaching	2	57	54	51	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	57	57	...	...	1	12	43	1	...	...	...	
Agriculture	1	42	43	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	42	42	...	...	2	3	37	...	...	...	...	
TOTAL	49	6,538	6,549	5,833	6	239	305	271	2	86	84	81	52	5,728	5,772	5,025	38	4,140	4,002	2,838	147	16,731	16,225	9,175	2,302	497	531	14,031	1,081	591	79	...	
SCHOOL EDUCATION—GENERAL. *Secondary Schools.*																																	
For Boys — High Schools	129	32,789	31,578	26,134	58	13,147	12,077	10,635	13	3,098	2,909	2,507	365	72,597	69,610	57,456	190	46,593	44,966	35,804	755	168,224	161,892	82,227	100,345	6,660	6,843	126,761	20,816	7,144	395	...	
For Boys — Middle Schools, English	65	9,942	10,035	7,744	286	25,029	24,486	19,781	74	3,983	3,809	3,052	971	75,851	72,568	57,367	331	23,313	21,178	16,494	1,727	137,118	105,237	15,562	123,276	4,781	5,904	102,661	19,651	4,121	1,950	...	
For Boys — Middle Schools, Vernacular	85	5,730	5,467	4,062	784	76,285	73,700	57,679	8	888	832	587	1,012	57,040	53,755	40,279	182	9,648	8,997	7,099	2,071	149,591	16,022	8,919	149,262	21	1,960	116,790	27,898	2,922	1,846	...	
For Girls — High Schools	8	953	928	794	...	...	...	...	...	...	...	...	62	6,350	6,148	5,248	4	474	410	369	74	7,777	7,144	1,356	3,213	5,216	1,328	796	35	402	...	696	
For Girls — Middle Schools, English	1	26	26	21	1	20	17	9	1	22	23	17	127	8,896	8,486	7,070	8	396	346	277	138	9,360	8,484	562	3,017	5,506	2,388	909	16	541	...	1,193	
For Girls — Middle Schools, Vernacular	40	3,512	3,398	2,551	10	735	699	502	...	...	...	...	128	10,465	10,177	8,068	19	1,479	1,405	1,105	197	16,191	2,597	138	16,112	24	5,533	9,856	750	28	...	388	
TOTAL	328	52,952	51,427	41,306	1,139	115,216	111,979	88,606	96	7,991	7,573	6,163	2,665	231,199	220,744	175,488	734	80,903	77,302	61,148	4,962	488,261	301,376	108,764	395,225	22,208	23,956	357,773	69,166	15,158	4,191	2,277	
Primary Schools.																																	
For Boys	382	18,783	17,929	13,673	15,883	760,732	734,488	560,922	2,029	116,878	115,632	84,916	52,536	1,444,686	1,338,248	1,099,259	20,195	386,948	358,776	311,448	91,025	2,728,027	57,574	163,072	2,716,885	1,592	56,549	1,954,540	551,769	163,577	128,190	...	
For Girls	125	6,485	6,239	4,805	862	33,972	32,523	21,222	185	11,496	11,145	6,950	3,562	96,941	91,087	69,975	650	13,903	13,072	10,344	5,384	162,797	4,098	5,545	161,009	1,702	10,791	116,430	25,751	8,123	...	5,843	
TOTAL	507	25,268	24,168	18,478	16,745	794,704	767,011	582,144	2,214	128,374	126,777	91,866	56,098	1,541,627	1,429,035	1,169,234	20,845	400,851	371,848	321,792	96,409	2,890,824	61,672	168,617	2,877,894	3,294	67,340	2,070,970	577,520	171,700	128,190	5,843	
SCHOOL EDUCATION—SPECIAL. *Schools for Special Instruction.*																																	
Training Schools for Masters	76	3,395	3,283	2,880	17	257	249	225	2	76	82	72	20	589	587	503	1	10	8	8	116	4,327	603	1,628	4,124	1	566	3,099	471	190	45	...	
Ditto for Mistresses	10	325	305	277	2	48	46	36	2	28	24	20	25	660	628	550	2	31	28	27	41	1,092	366	...	1,080	58	745	226	46	17	...	3	
Schools of Art	5	1,171	1,145	873	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	1,171	171	...	318	63	235	701	106	66	30	...	
Law Schools	1	21	29	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	148	134	...	14	5	...	116	18	9	...	...	
Medical Schools	11	1,699	1,722	1,625	2	60	48	47	...	...	...	...	1	84	74	58	3	43	44	22	5	148	134	...	1,450	48	174	1,720	301	43	57	...	
Engineering and Surveying Schools	23	1,147	1,108	973	...	...	...	...	...	...	...	...	1	9	6	5	5	518	575	208	19	2,286	735	...	1,450	48	174	1,720	301	43	57	...	
Industrial Schools	9	597	590	477	12	743	722	542	3	165	162	117	33	2,067	1,957	1,567	9	347	330	264	66	3,919	468	65	2,738	286	921	1,657	899	156	...	...	
Other Schools	282	5,589	5,482	3,953	6	158	157	118	...	9	8	7	25	1,919	1,883	1,433	37	1,303	1,332	1,066	350	8,978	1,445	3,408	4,978	402	88	4,484	3,751	253	21	78	
TOTAL	417	13,944	13,664	11,079	39	1,266	1,222	968	7	278	276	216	106	5,349	5,149	4,129	58	2,263	2,327	1,698	627	23,100	4,291	5,101	15,461	916	2,765	12,632	5,676	1,111	153	81	
TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION	1,301	98,702	95,808	76,696	17,929	911,425	880,517	671,989	2,319	136,729	134,710	98,326	58,921	1,783,903	1,661,600	1,353,876	21,675	493,157	455,479	387,471	102,145	3,418,916	383,564	291,657	3,290,882	26,915	94,592	2,455,406	653,443	188,560	132,613	8,201	
PRIVATE INSTITUTIONS. 1. Advanced Teaching— (a) Arabic or Persian	2,927	35,914	21	34,902	1,851	...	...	5,788	30,111	15	(a) 631	...																						
(b) Sanskrit	2,481	27,800	...	27,679	270	...	...	27,780	20	...	...	...																					
(c) Any other Oriental Classic	33	509	...	509	...	...	...	382	85	42	16	...																					
2. Elementary Teaching—A Vernacular only or mainly. For Boys	23,536	291,808	1,973	61,740	278,380	6	2,069	159,664	38,077	91,992	5,717	...																					
For Girls	308	4,775	20	764	4,659	...	375	1,486	982	1,932	...	188																					
3. Ditto the Koran only. For Boys(b)	11,397	151,606	3	144,463	11,809	...	...	1,108	150,484	14	16,458	...																					
For Girls	1,071	12,233	...	12,064	261	...	...	138	12,095	...	...	548																					
4. Other Schools not conforming to Departmental Standards. For Boys	708	21,063	3,041	1,976	17,611	21	1,223	3,440	8,554	2,825	711	...																					
For Girls	93	1,643	28	85	1,604	10	164	944	390	135	...	37																					
TOTAL	43,554	547,351	5,086	284,182	316,445	37	3,831	205,730	240,798	96,955	23,533	773																					
GRAND TOTAL	144,699	3,966,267	388,650	575,789	3,607,327	26,952	98,423	2,661,136	894,241	285,515	156,146	8,974																					

(a) Includes girls in Boys' Schools for teaching Sanskrit and other Oriental classics in the North-Western Provinces and Oudh.
(b) Includes "girls" for the Province of Bengal.

EDUCATION—GENERAL TABLE IV.

Return of Expenditure on Public Instruction in the several Provinces comprised in British India for the Official year 1892-93.

PUBLIC INSTITUTIONS.

OBJECTS OF EXPENDITURE.	UNDER PUBLIC MANAGEMENT.																			UNDER PRIVATE MANAGEMENT.												TOTAL EXPENDITURE FROM					GRAND TOTAL.	REMARKS.
	Managed by Government.							Managed by Local Fund and Municipal Boards.							Maintained by Native States.							Aided by Government or by Local Fund or Municipal Boards.							Unaided.										
	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.*	TOTAL.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.*	TOTAL.	Native State Revenues.	Local Funds in Native States.	Municipal Funds raised in Native States.	Fees.	Subscriptions.	Endowments and other sources.*	TOTAL.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.*	TOTAL.	Fees.	Subscriptions.	Endowments and other sources.*	TOTAL.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	All other sources.		
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
Arts Colleges.	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
University Education. English	6,63,803	4,088	300	2,85,543	...	36,593	9,90,327	6,075	...	3,530	14,442	...	2,083	26,130	28,734	...	...	3,546	...	...	32,280	2,07,980	5,765	19,440	2,58,046	58,788	2,71,393	8,21,421	1,07,784	20,688	71,718	2,00,140	8,77,867	9,853	23,270	6,69,311	4,89,997	20,70,298	
Oriental	14,305	...	...	...	...	484	14,789	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14,088	645	805	505	1,056	8,019	25,118	...	...	...	...	28,393	645	805	505	9,559	39,907	
Colleges or Departments of Colleges for Professional Training.																																							
Law	—48	...	...	55,318	...	2,646	57,916	...	...	...	251	...	...	251	...	...	...	...	...	...	...	3,171	...	...	6,888	...	818	10,877	23,085	...	2,903	25,988	3,123	...	...	85,542	6,367	95,032	
Medicine	2,85,587	2,069	2,573	53,337	616	2,176	3,46,358	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,85,587	2,069	2,573	53,337	2,792	3,46,358	
Engineering	2,70,020	...	...	21,058	...	1,090	2,92,168	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,70,020	...	...	21,058	1,090	2,92,168	
Teaching	32,739	...	...	80	...	426	33,245	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32,739	...	...	80	426	33,245	
Agriculture	26,075	...	...	496	16	4,037	30,624	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26,075	...	...	496	4,053	30,624	
TOTAL	12,92,481	6,157	2,873	4,15,832	632	47,452	17,65,427	6,075	...	3,530	14,693	...	2,083	26,381	28,734	...	...	3,546	...	...	32,280	2,25,248	6,410	20,245	2,65,439	59,844	2,80,230	8,57,416	1,30,819	20,688	74,621	2,26,128	15,23,804	12,567	26,648	8,30,329	5,14,284	29,07,632	
Secondary Schools.																																							
School Education, General. For Boys. High Schools	3,91,143	1,35,115	18,391	6,50,371	6,179	45,687	12,46,886	36,504	16,424	1,35,601	2,12,127	2,874	3,502	4,07,032	78,200	2,796	...	70,286	283	17,089	1,68,654	4,35,423	60,138	67,000	12,17,335	1,63,209	4,06,705	23,49,902	7,82,873	1,01,534	2,12,393 (b)	10,96,800	8,63,070	2,11,677	2,21,084	29,32,992	10,40,451	52,69,274	
For Boys. Middle Schools. English	1,22,312	13,640	10,768	81,043	2,590	68,408	2,93,761	54,402	62,497	1,53,227	2,00,396	4,975	4,739	4,80,236	58,761	4,215	1,874	24,977	630	164	90,121	1,78,675	1,52,576	48,252	4,48,956	2,51,913	2,31,959	13,12,331	1,37,150	56,080	62,135	2,55,365	3,55,389	2,29,093	2,12,487	8,92,522	7,47,323	24,36,814	
Middle Schools. Vernacular	32,173	...	3,575	13,406	565	16	49,735	10,586	3,05,222	37,993	1,06,919	5,800	941	4,67,461	1,591	2,322	...	264	...	669	4,846	73,415	81,030	17,372	1,77,228	81,113	24,917	4,55,100	22,671	14,287	14,182	51,140	1,16,174	3,86,252	58,940	3,20,483	1,46,433	10,28,282	
For Girls. High Schools	60,180	...	445	4,656	861	13,516	79,658	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,26,654	157	5,285	3,27,813	35,069	1,24,710	6,19,688	53,233	864	1,25,856	1,79,953	1,86,834	157	5,730	3,35,702	3,00,876	8,79,299	
For Girls. Middle Schools. English	2,185	...	...	228	...	...	2,413	...	...	404	...	...	1	405	2,919	...	...	279	...	...	3,198	1,16,543	7,932	1,902	1,68,371	51,664	1,42,024	4,88,436	6,536	3,515	3,994	14,045	1,18,728	7,932	2,306	1,75,414	2,04,117	5,08,497	
Middle Schools. Vernacular	31,415	...	...	1,280	60	2	32,757	1,235	1,230	9,770	...	...	...	12,235	...	...	...	...	...	...	...	52,212	609	4,915	12,195	20,089	61,732	1,52,742	328	...	9,252	9,580	84,861	1,929	14,685	18,803	92,035	2,07,314	
TOTAL	6,39,408	1,48,755	33,179	7,50,984	10,255	1,27,629	17,10,210	1,02,727	3,85,373	3,86,995	5,19,442	13,649	9,183	13,67,369	1,41,471	9,333	1,374	95,806	913	17,922	2,66,819	9,82,922	3,02,532	1,44,818	23,51,893	6,03,957	9,92,077	53,78,199	10,02,791	1,76,280	4,27,812	16,06,883	17,25,057	8,37,040	5,15,232	47,20,916	25,31,285	1,03,29,430	
Primary Schools.																																							
For Boys	56,403	(a) 18,163	8,835	17,243	1,176	306	1,02,126	7,44,419	20,34,251	3,49,157	4,12,017	10,347	7,526	35,57,717	3,79,211	50,573	2,297	67,066	...	10,937	5,10,084	3,43,410	8,29,652	1,61,533	18,66,931	2,63,802	6,06,637	40,72,165	4,58,692	45,842	1,29,934	6,34,468	11,44,232	28,82,066	5,19,525	28,21,949	15,08,788	88,76,560	
For Girls	41,850	542	224	734	122	195	43,667	38,657	80,483	38,935	3,951	196	1,289	2,23,511	55,328	4,074	714	16	...	2,892	62,524	1,67,660	51,172	20,167	53,170	1,64,108	2,68,144	7,24,481	3,364	13,776	25,294	42,434	2,48,167	1,32,197	1,19,326	61,235	5,85,692	10,96,617	
TOTAL	98,253	18,705	9,059	17,977	1,298	501	1,45,793	7,83,076	21,14,734	3,88,092	4,15,968	10,543	8,815	37,81,228	4,34,539	54,647	3,011	67,082	...	13,829	5,72,608	5,11,070	8,80,824	1,81,700	19,20,101	4,27,970	8,74,981	47,96,646	4,62,056	59,618	1,55,228	6,76,902	13,92,399	30,14,263	6,38,851	28,38,184	20,44,480	99,73,177	
Schools for Special Instruction.																																							
School Education, Special. Training Schools for Masters	3,56,383	79,749	43	864	...	771	4,37,810	15,140	19,641	3,354	...	...	237	38,372	13,110	...	...	61	...	...	13,171	21,595	1,608	...	...	6,718	24,557	54,478	...	...	817	817	3,93,118	1,00,998	3,397	925	46,205	5,44,643	
Training Schools for Mistresses	42,530	8,362	...	465	...	3,701	50,058	3,030	5,648	1,681	...	...	...	10,359	7,003	...	...	...	...	374	7,377	21,085	2,400	120	2,624	16,948	26,409	69,586	...	717	...	717	66,645	11,410	1,801	3,089	55,152	1,38,097	
Schools of Art	1,14,524	22	635	10,479	7,579	10,246	1,43,485	...	...	...	...	...	...	...	...	...	...	...	...	...	...	270	...	...	78	...	241	589	...	...	...	...	1,14,794	22	635	16,557	18,066	1,44,074	
Law Schools	2,760	...	...	1,240	...	...	4,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,126	63	84	3,669	112	660	7,714	2,835	...	...	2,835	5,886	63	84	7,744	772	14,549	
Medical Schools	2,25,378	10,224	5,641	25,957	1,124	1,870	2,70,194	...	912	1,020	712	...	5,306	7,950	...	...	...	...	...	...	...	...	493	...	...	...	188	631	11,559	1,411	695	13,665	2,25,378	11,629	6,661	38,228	10,544	2,92,440	
Engineering and Surveying Schools.	45,281	...	...	24,705	...	351	70,337	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000	1,885	...	158	...	...	4,043	52	...	32	84	47,281	1,885	...	24,915	383	74,464	
Industrial Schools	13,051	...	...	28	...	6,805	19,884	11,258	18,427	18,330	831	1,400	20,420	70,666	7,809	451	...	...	...	21	8,281	59,582	10,710	13,030	7,701	20,120	1,29,398	2,40,541	17	634	23,954	24,605	83,891	29,187	31,360	8,577	2,11,012	3,63,977	
Other Schools	1,27,317	11,234	2,615	20,851	39	45,024	2,07,080	500	2,024	557	...	...	1,815	4,896	...	...	...	...	...	...	...	7,142	3,836	835	12,126	7,197	5,235	36,371	6,925	3,051	13,398	23,374	1,34,959	17,094	4,007	39,902	75,759	2,71,721	
TOTAL	9,27,224	1,04,591	8,934	84,589	8,742	68,768	12,02,848	29,928	46,652	24,942	1,543	1,400	27,778	1,32,243	27,922	451	...	61	...	395	28,829	1,14,800	20,995	14,069	26,356	51,090	1,86,638	4,13,948	21,388	5,813	38,896	66,097	10,71,952	1,72,288	47,945	1,33,937	4,17,893	18,43,965	
Buildings	6,77,720	37,494	4,761	241	1,654	3,125	7,24,995	1,16,447	3,79,482	90,672	1,388	6,751	17,135	6,11,875	1,18,434	3,254	1,063	...	...	1,064	1,23,815	1,13,678	38,052	7,905	6,760	79,725	2,75,838	5,21,958	650	...	(c) 1,28,279	1,28,929	9,10,645	4,55,028	(e) 1,04,388	9,039	6,33,322	21,12,372	
Furniture and Apparatus (Special grants only).	25,458	4,543	697	2,499	119	7,705	41,021	4,146	41,170	8,623	5,161	723	454	60,277	4,797	817	...	70	...	979	5,963	29,966	5,891	703	3,601	5,748	20,466	66,375	39	253	(d) 5,392	5,684	59,970	51,646	(f) 10,123	11,370	46,311	1,79,420	
TOTAL	7,03,178	42,037	5,458	2,740	1,773	10,830	7,66,016	1,20,593	4,20,652	99,295	6,549	7,474	17,589	6,72,152	1,23,231	4,071	1,063	70	...	1,643	1,29,778	1,43,644	43,943	8,608	10,361	85,473	2,96,304	5,88,333	689	253	1,33,671	1,34,613	9,70,615	5,06,674	1,14,461	20,109	6,79,633	22,91,792	
SCHOLARSHIPS HELD IN University	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21,906	1,523	...	5,03,518	41,691	5,68,638	
Direction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,24,796	...	...	976	...	3,25,772	
Inspection	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12,24,273	6,11,635	29,018	12,250	54,643	19,31,819	
Arts Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,70,685	771	3,051	1,845	65,293	2,41,645	
Professional Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42,134	1,255	1,162	...	9,222	53,773	
Secondary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,34,266	95,772	14,472	3,135	43,999	2,91,644	
Primary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15,564	18,470	3,237	1,026	18,518	51,815	
Special Schools other than Training Schools.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58,553	14,139	6,214	252	18,213	97,371	
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,74,607	1,58,004	54,163	1,49,872	2,17,658	7,54,304	
TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21,76,784	9,01,569	1,11,317	6,72,874	4,64,237	43,26,781	
TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	36,60,544	3,20,245	59,503	12,72,122	22,700	3,55,180	55,90,294	10,42,399	29,67,411	9,12,854	9,58,195	33,066	65,448	59,79,373	7,55,897	68,502	5,448	1,66,565	913	32,989	10,30,314	19,77,684	12,54,704	3,69,440	45,74,150	12,28,334	26,30,230	1,20,34,542	16,17,743	2,62,652	5,30,228	27,10,623	88,60,611	54,44,351	14,54,454	92,61,649	66,51,762	3,16,72,827	

* Inclusive of subscriptions received for all classes of institutions in the Bombay Presidency except Secondary Schools.
(a) Includes ₹5,697, received in Coorg from "Plough Tax," which was formerly considered to be a Local Cess.
(b) Includes ₹380 from Local Funds in Bengal, and ₹340 from Municipal Funds in Assam.
(c) Includes ₹2,800 from Provincial Revenues and ₹200 from Municipal Funds in Bengal.
(d) Includes ₹400 from Provincial Revenues and ₹42 from Local Funds in Bengal.
(e) Includes a Municipal contribution of ₹800 in Coorg, of which no details are given.
(f) Includes ditto ₹100 ditto ditto.

EDUCATION—GENERAL TABLE V.

Return of the Stages of Instruction of Pupils in Public Schools for General Education in the several Provinces comprised in British India for the Official year 1892-93.

CLASS OF SCHOOLS			Number of schools.	Number of Pupils on the rolls on 31st March.	HIGH STAGE. Comprising all Pupils who have passed beyond the Lower Secondary (Middle) Stage, but have not passed the Matriculation Examination. 1			MIDDLE STAGE. Comprising all Pupils who have passed beyond the Upper Primary Stage, but have not passed beyond the Upper Secondary (Middle) Stage. 2			UPPER PRIMARY STAGE. Comprising all Pupils who have passed beyond the Lower Primary Stage, but have not passed beyond the Upper Primary Stage. 3			LOWER PRIMARY STAGE. Comprising all Pupils who have not passed beyond the Lower Primary Stage.						TOTAL.		
															Reading Printed Books. 4			Not reading printed Books. 5					
					Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.
SECONDARY SCHOOLS—																						
For Boys.	Government	English	194	42,731	13,450	...	13,450	14,227	1	14,228	7,645	...	7,645	6,370	3	6,373	1,035	...	1,035	42,727	4	42,731
		Vernacular	85	5,730	...	...	...	972	...	972	1,175	...	1,175	2,540	27	2,567	1,003	13	1,016	5,690	40	5,730
	Local Fund	English	118	8,744	506	...	506	3,933	4	3,937	1,849	12	1,861	2,150	49	2,208	226	6	232	8,673	71	8,744
		Vernacular	708	65,321	...	...	...	11,629	22	11,651	11,993	30	12,023	32,765	279	33,044	8,322	281	8,603	64,709	612	65,321
	Municipal	English	226	29,432	3,328	...	3,328	11,745	4	11,749	6,140	...	6,140	8,027	4	8,031	184	...	184	29,424	8	29,432
		Vernacular	76	10,964	...	...	...	2,036	...	2,036	1,833	...	1,833	5,651	...	5,651	1,444	...	1,444	10,964	...	10,964
	Native States	English	87	7,081	2,400	...	2,400	4,665	...	4,665	12	...	12	2	...	2	2	...	2	7,081	...	7,081
		Vernacular	8	888	...	...	...	119	...	119	101	4	105	307	...	307	332	25	357	859	29	888
	Aided	English	1,335	148,398	22,373	66	22,439	42,042	352	42,394	31,508	408	31,916	47,044	1,056	48,100	3,348	201	3,549	146,315	2,083	148,398
		Vernacular	1,013	57,090	51	...	51	10,285	32	10,317	13,187	70	13,257	27,266	748	28,014	5,224	227	5,451	56,013	1,077	57,090
	Unaided	English	521	68,906	17,561	1	17,562	21,076	26	21,101	13,179	32	13,211	15,634	89	15,723	1,043	31	1,074	68,492	179	(a)68,671
		Vernacular	182	9,648	...	...	...	1,607	11	1,618	2,049	4	2,053	4,902	58	4,960	1,002	15	1,017	9,569	88	9,648
	TOTAL		4,553	454,936	59,669	67	59,736	124,385	452	124,787	90,671	560	91,231	152,667	2,313	154,980	23,165	799	23,964	450,597	4,191	(a)454,698
For Girls.	Government	English	8	883	...	127	127	...	220	220	...	168	168	13	326	339	9	20	29	22	861	883
		Vernacular	41	3,608	...	1	1	...	217	217	...	228	228	10	2,347	2,357	6	799	805	16	3,592	3,608
	Local Fund	English	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Vernacular	3	92	...	...	...	...	10	10	...	11	11	...	71	71	...	...	...	...	92	92
	Municipal	English	1	20	...	4	4	...	16	16	...	...	...	...	...	...	...	...	...	...	20	20
		Vernacular	7	643	...	...	...	...	80	80	...	111	111	...	399	399	...	53	53	...	643	643
	Native States	English	1	22	...	6	6	...	16	16	...	...	...	...	...	...	...	...	...	...	22	22
		Vernacular	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Aided	English	188	15,118	13	792	805	90	3,273	3,363	69	2,819	2,988	374	5,267	6,241	428	1,292	1,721	1,675	13,443	15,118
		Vernacular	129	10,593	...	15	15	34	1,435	1,469	72	1,145	1,217	231	6,242	6,473	35	1,384	1,419	372	10,221	10,593
	Unaided	English	12	870	...	56	56	2	158	160	35	147	182	95	230	325	60	87	147	192	678	870
		Vernacular	19	1,479	...	1	1	...	182	182	...	148	148	...	997	997	...	151	151	...	1,479	1,479
	TOTAL		409	33,328	13	1,002	1,015	126	5,607	5,733	276	4,777	5,053	1,323	15,879	17,202	539	3,786	4,325	2,277	31,051	33,328
TOTAL SECONDARY SCHOOLS			4,962	488,261	59,682	1,069	60,751	124,461	6,059	130,520	90,947	5,337	96,284	153,990	18,192	172,182	23,704	4,585	28,289	452,784	35,242	(a)488,026
PRIMARY SCHOOLS—																						
For Boys.	Government		382	18,783	...	...	...	67	...	67	3,047	48	3,095	10,317	495	10,812	4,455	354	4,809	17,886	897	18,783
	Local Fund		14,792	655,048	...	...	...	1,334	...	1,334	126,427	1,109	127,536	372,243	15,356	387,599	122,977	15,602	138,579	622,961	32,067	655,048
	Municipal		1,091	105,684	...	...	...	11	...	11	31,492	111	31,603	50,596	1,078	51,674	21,265	1,131	22,396	103,364	2,320	105,684
	Native States		2,029	116,878	...	...	...	...	...	...	37,600	78	37,678	48,466	340	48,806	29,333	1,061	30,394	115,399	1,479	116,878
	Aided		52,536	1,444,686	...	...	...	1,039	39	1,078	59,509	1,388	60,897	943,098	51,143	994,241	365,986	22,484	388,470	1,369,632	75,054	1,444,686
	Unaided		20,195	386,948	...	...	...	28	...	28	4,416	53	4,469	262,116	10,365	272,481	104,015	5,955	109,970	370,576	16,373	386,948
	TOTAL		91,025	2,728,027	...	...	...	2,479	39	2,518	262,491	2,787	265,278	1,686,836	78,777	1,765,613	648,031	46,587	694,618	2,599,837	128,190	2,728,027
For Girls.	Government		125	6,485	...	...	...	...	1	1	...	308	308	39	4,173	4,212	22	1,942	1,964	61	6,424	6,485
	Local Fund		525	15,605	...	...	...	...	35	35	...	1,401	1,401	162	8,839	9,001	36	5,132	5,168	198	15,407	15,605
	Municipal		337	18,367	...	...	...	...	20	20	23	2,258	2,281	90	9,086	9,176	40	6,850	6,890	153	18,214	18,367
	Native States		185	11,496	...	...	...	...	...	...	...	1,915	1,915	...	4,375	4,375	...	5,206	5,206	...	11,496	11,496
	Aided		3,562	96,941	...	3	3	29	115	144	322	5,748	6,070	3,249	58,283	61,532	1,242	27,950	29,192	4,842	92,099	96,941
	Unaided		650	13,903	...	...	...	...	6	6	4	244	248	462	8,673	9,135	123	4,391	4,514	589	13,314	13,903
	TOTAL		5,384	162,797	...	3	3	29	177	206	349	11,874	12,223	4,002	93,429	97,431	1,463	51,471	52,934	5,843	156,954	162,797
TOTAL PRIMARY SCHOOLS			96,409	2,890,824	...	3	3	2,508	216	2,724	262,840	14,661	277,501	1,690,838	172,206	1,863,044	649,494	98,058	747,552	2,605,680	285,144	2,890,824
GRAND TOTAL			101,371	3,379,085	59,682	1,072	60,754	126,969	6,275	133,244	353,787	19,998	373,785	1,844,828	190,398	2,035,226	673,198	102,643	775,841	3,058,464	320,386	(a)3,378,850

(a) Exclusive of 235 pupils in Bengal not returned.

EDUCATION—GENERAL TABLE VI.

Return showing the Results of Prescribed Examinations in the several Provinces comprised in British India during the Official year 1892-93.

Nature of Examination.	Number of Institutions sending Examinees.				Number of Examinees.					Number passed.					Race or creed of passed Scholars.					Remarks.
	Institutions under public management.	Aided Institutions.	Other Institutions.	Total.	Institutions under public management.	Aided Institutions.	Other Institutions.	Private students.	Total.	Institutions under public management.	Aided Institutions.	Other Institutions.	Private Students.	Total.	Europeans and Eurasians.	Native Christians.	Hindus.	Mahomedans.	Others.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
ARTS COLLEGES.																				
Master of Arts	8	10	2	20	77	18	10	78	183	42	11	6	36	95	...	1	86	6	2	
Bachelor of Arts	22	25	14	61	771	855	473	375	2,474	341	381	113	124	959	20	36	800	64	39	
Bachelor of Science	3	2	...	5	9	2	...	...	11	5	1	...	...	6	...	1	5	...	...	
First B. A.	8	11	5	24	347	682	141	396	1,566	279	573	124	255	1,231	25	86	1,083	13	24	
First B. Sc.	3	1	1	5	13	3	2	1	19	8	2	2	...	12	...	...	12	...	...	
First Arts and equivalent Examinations	31	46	30	113	1,495	1,920	1,696	763	5,874	688	855	651	186	2,380	31	63	2,085	125	76	
ORIENTAL COLLEGES.																				
Master of Oriental Learning	...	1	...	1	...	1	...	...	1	...	1	...	...	1	...	...	...	1	...	
Bachelor of Oriental Learning	...	1	...	1	...	3	...	3	6	...	2	...	1	3	...	...	1	2	...	
Honours in Sanskrit	1	2	1	4	82	2	1	3	88	69	2	1	1	73	...	...	73	...	...	
Ditto Arabic	...	3	...	3	...	11	...	...	11	...	5	...	...	5	...	...	...	5	...	
Ditto Persian	...	1	...	1	...	2	...	7	9	...	2	...	3	5	...	...	...	5	...	
High Proficiency in Sanskrit	3	5	13	21	82	10	31	5	128	46	2	11	2	61	...	...	61	...	...	
Ditto ditto Arabic	...	2	1	3	...	7	1	1	9	...	5	...	...	5	...	...	...	5	...	
Ditto ditto Persian	...	1	...	1	...	2	...	3	5	...	1	...	1	2	...	...	...	2	...	
Proficiency in Sanskrit	4	6	26	36	58	24	73	7	162	16	8	14	2	40	...	...	40	...	...	
Ditto Arabic	...	3	2	5	...	15	2	3	20	...	8	1	1	10	...	...	...	10	...	
Ditto Persian	...	3	...	3	...	6	...	3	9	...	2	...	2	4	...	...	...	4	...	
COLLEGES FOR PROFESSIONAL TRAINING.																				
Law.																				
Doctor of Law	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Master of Law	...	...	...	...	...	...	...	3	3	...	...	...	2	2	...	1	1	...	...	
Honours in Law	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	
Bachelor of Law	13	4	8	25	356	29	264	2	651	156	11	126	2	295	...	4	276	5	10	
First LL. B. Examination (a)	2	1	...	3	50	2	...	...	52	19	...	...	...	19	2	...	10	...	7	
Medicine.																				
M. D.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
M. C.	3	...	...	3	9	...	...	...	9	6	...	...	...	6	*...	*...	*3	*1	*...	
First M. B.	3	...	...	3	27	...	...	...	27	14	...	...	...	14	*1	*...	*3	*1	*...	
Honours in Medicine and Surgery	1	...	...	1	1	...	...	...	1	1	...	...	...	1	*...	*...	*...	*...	*...	
L. M. S.	4	...	...	4	105	...	...	...	105	56	...	...	...	56	*6	*1	*27	*2	*10	
First L. M. S.	4	...	...	4	220	...	...	2	222	110	...	...	2	112	*19	*9	*44	*3	*10	
Preliminary Scientific M. B.	2	...	...	2	64	...	...	...	64	17	...	...	...	17	*...	*3	*1	*...	*...	
Ditto ditto L. M. S.	2	...	...	2	111	...	...	...	111	94	...	...	...	94	*2	*8	*13	*2	*13	
Engineering.																				
M. C. E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
B. C. E.	2	...	...	2	16	...	...	...	16	9	...	...	...	9	1	...	8	...	...	
L. C. E.	2	...	...	2	60	...	...	...	60	47	...	...	...	47	...	3	31	...	10	
First L. C. E.	2	...	...	2	53	...	...	...	53	45	...	...	...	45	2	4	33	...	6	
Teaching.																				
Licentiate in Teaching { Written	1	...	...	1	30	...	...	11	41	24	...	...	6	30	2	6	22	...	...	
Licentiate in Teaching { Practical	1	...	...	1	30	...	...	6	36	9	...	...	4	13	2	...	11	...	...	
Agriculture.																				
Examination in Agriculture { Second (b)	2	...	...	2	18	...	...	...	18	15	...	...	...	15	...	...	15	...	...	
Examination in Agriculture { First	2	...	...	2	25	...	...	...	25	16	...	...	...	16	...	...	16	...	...	
SCHOOLS FOR GENERAL EDUCATION.																				
Matriculation { Boys (c)	204	354	238	796	*3,579	*4,425	*3,311	*2,835	14,595	*2,231	*2,025	*1,818	*456	6,568	*125	*137	*2,587	*375	*238	
Matriculation { Girls	5	40	6	51	*15	*127	*25	*18	240	*5	*85	*20	*6	128	*70	*15	*1	*1	*11	
Upper Secondary Examination (d)	27	17	13	57	298	255	73	1,024	1,650	153	122	24	185	484	18	7	447	7	5	
Middle School Examination { Boys (e)	939	1,575	336	2,850	*9,257	*8,189	*1,775	*3,530	28,590	*5,625	*4,701	*827	*826	14,068	289	388	10,983	2,054	354	
Middle School Examination { Girls (f)	9	61	7	77	*27	*318	*25	*2	943	*40	*219	*20	*2	574	262	261	38	8	5	
Upper Primary Examination { Boys (g)	9,155	3,963	509	13,627	*58,805	*17,656	*3,074	*5,033	106,981	*35,133	*10,266	*1,450	*3,815	*67,008	*591	*821	*35,310	*6,736	*3,625	
Upper Primary Examination { Girls	405	280	32	717	1,226	2,348	132	3	3,704	807	1,507	77	2	2,393	445	463	948	201	339	
Lower Primary Examination { Boys (h)	13,527	14,311	819	28,657	105,022	69,455	5,681	737	180,895	69,872	38,906	2,942	575	112,295	501	2,035	79,107	16,569	14,083	
Lower Primary Examination { Girls	668	577	58	1,303	3,735	9,830	354	1	13,920	2,252	6,356	211	1	8,820	461	1,019	2,822	614	3,904	
Public Service Certificate Examination. { English	788	50	50	888	2,859	391	286	1,621	5,157	1,225	118	73	361	1,717	...	10	1,558	146	3	
Public Service Certificate Examination. { Vernacular	56	...	...	56	709	...	...	...	709	408	...	...	...	408	...	1	357	48	2	
SCHOOLS FOR SPECIAL INSTRUCTION.																				
Training School Examination for Masters. { Upper (k)	53	43	54	150	1,504	108	42	690	2,344	1,157	53	5	203	1,421	* 2	**10	*622	*84	*6	
Training School Examination for Masters. { Lower	65	59	47	162	1,238	136	128	651	2,183	775	68	...	273	1,116	*...	*16	*510	*146	*5	
Training School Examination for Mistresses { Upper (l)	10	16	1	27	128	83	5	65	281	94	41	3	37	175	*6	*9	*51	*4	*1	
Training School Examination for Mistresses { Lower	6	10	...	16	25	37	...	84	146	20	16	...	31	67	*...	*3	*7	*...	*...	
School of Arts Examination	146	44	32	222	2,157	715	337	309	3,509	569	211	75	86	941	*15	*16	*530	*91	*49	
Medical Examination	12	...	...	12	427	...	...	8	435	315	...	...	4	319	* ..	*6	*122	*24	*5	
Engineering and Surveying	12	1	27	40	657	6	38	90	791	329	5	6	14	354	* ..	*38	*7	*4	*123	
Industrial School Examination	2	2	...	4	63	138	...	...	201	46	138	...	...	184	* ..	*136	*14	*23	* ..	
Veterinary Examination	2	...	...	2	83	...	...	...	83	71	...	...	...	71	* ..	* ..	*14	*35	* ..	
Agricultural Examination	1	...	...	1	61	...	...	...	61	57	...	...	...	57	...	...	51	6	...	

*Defective.

(a) Includes 1 Hindu candidate who passed the 2nd LL. B. Examination from an Institution under public management in Bombay.

(b) Includes 3 Hindus who passed the Diploma Examination in Agriculture from an Institution under public management in Bombay.

(c) Includes "Girls" for the Madras Presidency, except for columns 10 and 15 to 20.

(d) Includes the University School Final Examination in Bombay.

(e) Includes the Lower Secondary Examination in Madras and Coorg, and also includes "Girls" for Coorg.

(f) Includes the Lower Secondary Examination in Madras.

(g) Includes "Girls" for Madras and Coorg.

(h) Includes "Girls" for Coorg.

(k) Includes "Lower" for the Provinces of Bombay and Bengal.

(l) Includes "Lower" for the Province of Bombay.

EDUCATION—GENERAL TABLE VII.

Return showing the distribution of Local Fund and Municipal Expenditure on Public Instruction in the several Provinces comprised in British India for the Official year 1892-93.

Objects of Expenditure.	EXPENDITURE OF LOCAL FUND BOARDS ON PUBLIC INSTRUCTION. — In Institutions managed by Local Fund Boards.											In Institutions managed by				EXPENDITURE OF MUNICIPAL BOARDS ON PUBLIC INSTRUCTION. — In Institutions managed by Municipal Boards.										In Institutions managed by					Remarks.
	Number of Institutions.	Number of scholars on the rolls on the 31st of March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Local Funds.	Municipal grants.	Fees.	Subscriptions.	Endowments and other sources.	Total.	The Government.	Municipal Boards.	Private persons or Associations.	Total Local Fund Expenditure on public instruction.	Number of Institutions.	Number of scholars on the rolls on the 31st of March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Municipal rates.	Local Funds.	Fees.	Subscriptions.	Endowments and other sources.	Total.	The Government.	Local Fund Boards.	Private Persons or Associations.	Total Municipal expenditure on public instruction.	Total expenditure of Local Fund and Municipal Boards on public instruction.	
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
University Education.																																
Arts Colleges.					R	R	R	R	R	R	R	R	R	R	R					R	R	R	R	R	R	R	R	R	R	R	
English	...	...	...	...	...	...	...	...	...	...	...	4,088	...	5,765	9,853	5	235	301	268	6,075	3,530	...	14,442	...	2,083	26,130	300	...	19,440	23,270	33,123	
Oriental	...	...	...	...	...	...	...	...	...	...	...	...	...	645	645	...	...	...	...	...	...	...	...	...	...	...	...	...	805	805	1,450	
Colleges or Departments of Colleges for Professional training.																																
Law	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	4	4	3	...	...	...	251	...	...	251	...	...	...	...	...	
Medicine	...	...	...	...	...	...	...	...	...	...	...	2,069	...	...	2,069	...	...	...	...	...	...	...	...	...	...	...	2,573	...	...	2,573	4,642	
Engineering	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Teaching	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Agriculture	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	...	...	...	...	...	...	...	...	...	...	...	6,157	...	6,410	12,567	6	239	305	271	6,075	3,530	...	14,693	...	2,083	26,381	2,873	...	20,245	26,648	39,215	
School Education—General.																																
Secondary Schools.																																
For Boys — High Schools	12	1,777	1,585	1,363	11,483	9,705	950	32,228	...	79	54,445	1,35,115	6,719	60,138	2,11,677	46	11,370	11,492	9,272	25,021	1,34,651	6,719	1,79,899	2,874	3,423	3,52,587	18,391	950	65,892	2,19,884	4,31,561	
For Boys — Middle Schools, English	106	6,967	6,588	5,441	21,232	44,058	1,461	65,616	3,054	998	1,36,419	13,640	18,439	1,52,956	2,29,093	180	18,062	17,898	14,340	33,170	1,51,766	18,439	1,34,780	1,921	3,741	3,43,817	10,768	1,461	49,692	2,13,687	4,42,780	
For Boys — Middle Schools, Vernacular	708	65,321	62,774	48,997	6,988	2,87,754	7,001	88,231	5,887	915	3,96,226	...	17,468	81,030	3,86,252	76	10,964	10,926	8,682	3,598	30,992	17,468	18,688	463	26	71,235	3,575	17,001	17,372	58,940	4,45,192	
For Girls — High Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	157	157	...	...	...	...	...	...	...	...	...	...	...	445	...	5,285	5,730	5,887	
For Girls — Middle Schools, English	...	...	...	...	...	...	...	...	...	...	...	...	...	7,932	7,932	1	20	17	9	...	404	...	...	...	1	405	...	...	1,903	2,308	10,238	
For Girls — Middle Schools, Vernacular	3	92	(a)88	73	881	750	...	...	...	...	1,631	...	480	699	1,929	7	643	(a)613	429	354	9,770	480	...	...	...	10,604	...	...	4,915	14,685	16,614	
TOTAL	829	74,157	71,035	55,874	40,584	3,42,267	9,412	1,86,075	8,891	1,992	5,88,721	1,48,755	43,106	3,02,912	8,37,010	310	41,059	40,946	32,732	62,143	3,27,583	43,106	3,38,367	5,258	7,191	7,78,648	33,179	9,412	1,45,058	5,15,232	13,52,272	
Primary Schools.																																
For Boys	14,792	655,048	631,211	482,355	6,23,007	19,81,329	4,746	2,94,553	9,963	5,054	29,18,672	(b)12,466	52,922	8,20,052	(b) 28,76,369	1,091	105,684	103,277	78,567	1,21,412	3,44,411	52,922	1,17,464	364	2,472	6,39,045	8,835	4,746	1,61,534	5,19,526	33,95,895	
For Girls	525	15,605	14,877	10,089	12,101	69,628	1,019	46	119	62	82,995	542	10,855	51,172	1,32,197	337	18,367	17,646	11,133	26,556	97,916	10,855	3,905	77	1,207	1,40,516	224	1,019	20,166	1,19,325	2,51,522	
TOTAL	15,317	670,653	646,088	492,444	6,35,108	20,50,957	5,765	2,94,599	10,102	5,136	30,01,667	13,008	63,777	8,80,824	30,08,566	1,428	124,051	120,923	89,700	1,47,968	4,42,327	63,777	1,21,369	441	3,679	7,79,561	9,059	5,765	1,81,700	6,38,851	36,47,417	
School Education—Special.																																
Schools for Special Instruction.																																
Training Schools for Masters	17	257	240	225	13,978	19,641	3,354	...	...	237	37,210	79,749	...	1,008	1,00,998	...	...	...	...	1,162	...	...	...	...	...	1,162	43	3,354	...	3,397	1,04,395	
Training Schools for Mistresses	1	16	15	13	2,533	5,118	1,200	...	...	...	8,851	3,362	530	2,400	11,410	1	32	31	23	497	481	530	...	...	...	1,508	...	1,200	120	1,801	13,211	
Schools of Art	...	...	...	...	...	...	...	...	...	...	...	22	...	...	22	...	...	...	...	...	...	...	...	...	...	...	685	...	...	685	657	
Law Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	63	63	...	...	...	...	...	...	...	...	...	...	...	...	...	84	84	147	
Medical Schools	2	60	48	47	...	912	1,020	712	...	5,306	7,950	10,224	...	493	11,629	...	...	...	...	...	...	...	...	...	...	...	5,641	1,020	...	6,661	18,290	
Engineering and Surveying Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	1,885	1,885	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,885	
Industrial Schools	9	540	483	371	9,485	17,917	1,000	770	1,400	19,392	49,964	...	510	10,710	29,137	3	203	239	171	1,773	17,330	510	61	...	1,028	20,702	...	1,000	13,030	31,360	60,497	
Other Schools	3	32	28	26	500	2,024	...	...	...	1,815	4,339	11,234	...	3,836	17,004	3	126	129	92	...	557	...	...	...	...	557	2,615	...	835	4,007	21,101	
TOTAL	32	905	823	682	26,496	45,612	6,574	1,482	1,400	26,750	1,08,314	1,04,591	1,040	20,995	1,72,238	7	361	399	286	3,432	18,368	1,040	61	...	1,028	23,929	8,934	6,574	14,069	47,945	2,20,183	
Buildings	...	...	...	...	74,966	3,52,216	267	1,275	5,945	16,985	4,51,654	37,494	27,266	38,052	4,55,028	...	...	...	...	41,481	90,405	27,266	113	806	150	1,60,221	4,761	267	8,105	(c)1,04,338	5,59,366	
Furniture and Apparatus (special grants only)	...	...	...	...	2,781	40,571	219	4,534	593	238	48,936	4,543	599	5,933	51,646	...	...	...	...	1,365	8,404	599	627	130	216	11,341	697	219	703	(c)10,123	61,769	
TOTAL	...	...	...	...	77,747	3,92,787	486	5,809	6,538	17,223	5,00,590	42,037	27,865	43,985	5,06,674	...	...	...	...	42,846	98,809	27,865	740	936	366	1,71,562	5,458	486	8,808	(c)1,14,461	6,21,135	
Inspection	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,11,635	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29,018	6,40,653	
Scholarships held in — Arts Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	771	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,051	3,822	
Scholarships held in — Professional Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11,652	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,218	12,870	
Scholarships held in — Secondary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85,843	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15,048	1,00,891	
Scholarships held in — Primary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18,200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,605	20,805	
Scholarships held in — Special Schools other than Training Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,941	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,214	20,155	
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,59,527	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54,163	2,13,690	
TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9,01,569	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,11,317	10,12,886	
GRAND TOTAL	16,178	745,715	717,946	549,000	7,79,935	28,31,623	22,237	4,87,965	35,451	51,101	41,99,292	3,14,548	1,35,788	12,55,126	54,38,654	1,751	165,710	162,573	122,989	2,62,464	8,90,617	1,35,788	4,70,230	6,635	14,347	17,80,081	59,503	22,237	3,69,880	14,54,454	68,93,108	

(a) These figures (88 + 613) include two pupils in excess of the number shown in Column 8 of Table III owing to a discrepancy in the North-Western Provinces and Oudh Report.
(b) Excludes R5,927 received in Coorg from "plough tax" which was formerly considered to be a local cess.
(c) Includes R800 spent on Buildings and R100 on Furniture, etc., in Coorg, the details of which have not been given.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eleven months of the official year 1893-94, and of the twenty-two preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE ELEVEN MONTHS, APRIL TO FEBRUARY.																						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	9,67	66,57	23,12	99,36	5,74	44,09	4,22	54,05	1,04	1,26	2,04	4,34	3,46	11,53	12,85	27,84	1,55	4,06	17,79	23,40	21,46	1,27,51	1,48,97	60,02	2,08,99	1871-72
1872-73	10,98	63,46	25,56	99,94	5,11	40,48	3,39	48,98	97	1,16	1,84	3,97	3,56	11,27	10,34	25,17	2,78	4,77	28,32	35,87	23,34	1,21,14	1,44,48	69,45	2,13,93	1872-73
1873-74	10,27	60,67	20,39	91,33	5,85	45,55	3,63	55,03	1,22	93	1,13	3,28	3,44	12,72	13,26	29,42	3,03	4,79	22,32	30,14	23,81	1,24,66	1,48,47	60,73	2,09,20	1873-74
1874-75	10,86	70,33	17,53	98,72	6,51	45,29	4,23	56,03	1,04	83	1,48	3,35	3,37	12,30	12,41	28,08	3,49	6,30	15,44	25,23	25,27	1,35,05	1,60,32	51,09	2,11,41	1874-75
1875-76	12,03	68,51	19,11	99,65	6,77	42,10	4,21	53,08	1,22	96	1,14	3,32	4,25	12,39	10,44	27,08	3,45	4,86	25,75	34,06	27,72	1,28,82	1,56,54	60,65	2,17,19	1875-76
1876-77	12,01	60,19	18,90	91,10	7,78	39,36	1,09	48,23	1,34	71	31	2,36	4,93	10,96	6,20	22,09	3,81	5,04	22,10	30,95	29,87	1,16,26	1,46,13	48,60	1,94,73	1876-77
1877-78	13,26	74,49	19,46	1,07,21	7,92	45,48	1,24	54,64	1,73	84	44	3,01	5,52	9,09	2,23	16,84	4,55	5,97	20,13	30,65	32,98	1,35,87	1,68,85	43,50	2,12,35	1877-78
1878-79	11,87	58,82	19,35	90,04	7,78	41,56	2,17	51,51	1,75	57	29	2,61	4,98	8,56	4,41	17,95	6,03	6,56	22,33	34,92	32,41	1,16,07	1,48,48	48,55	1,97,03	1878-79
1879-80	11,39	54,65	13,86	79,90	8,73	36,93	2,23	47,89	3,02	70	32	4,04	4,66	8,46	7,43	20,55	6,34	6,54	26,01	38,89	34,14	1,07,28	1,41,42	49,85	1,91,27	1879-80
1880-81	11,10	54,84	15,27	82,21	8,11	51,41	2,41	61,93	4,50	1,14	23	5,87	4,80	9,62	7,08	21,50	4,42	7,72	31,74	43,88	33,93	1,24,73	1,58,66	56,73	2,15,39	1880-81
1881-82	12,31	47,15	17,23	76,69	9,35	44,14	1,77	55,26	3,65	1,21	40	5,26	4,58	8,88	4,37	17,83	6,79	7,50	33,52	47,81	36,68	1,08,88	1,45,56	57,29	2,02,85	1881-82
1882-83	13,08	14	18,11	31,33	9,59	-1,01*	1,78	10,36	3,16	4	55	3,75	5,02	6	3,53	8,61	7,31	7	40,70	48,08	38,16	—70*	37,46	64,67	1,02,13	1882-83
1883-84	13,37	35	17,29	31,01	9,89	52	1,53	11,94	3,36	5	53	3,94	4,58	8	5,38	10,04	7,17	12	32,24	39,53	38,37	1,12	39,49	56,97	96,46	1883-84
1884-85	11,43	34	13,77	25,54	9,97	47	1,91	12,35	3,66	6	57	4,29	4,41	5	4,41	8,87	6,82	7	23,08	29,97	36,29	99	37,28	43,74	81,02	1884-85
1885-86	12,33	24	15,82	28,39	11,01	53	1,29	12,83	3,94	7	85	4,86	4,63	10	3,39	8,12	5,96	6	34,43	40,45	37,87	1,00	38,87	55,78	94,65	1885-86
1886-87	13,13	38	13,27	26,78	14,37	52	1,66	13,55	4,72	11	90	5,73	6,13	17	4,54	10,84	8,64	15	33,90	42,69	43,99	1,33	45,32	54,27	99,59	1886-87
1887-88	11,93	83	17,77	30,53	13,34	80	2,07	16,21	4,68	7	76	5,51	9,23	16	4,31	13,70	8,16	3	34,21	42,40	47,34	1,89	49,23	59,12	1,08,35	1887-88
1888-89	13,37	5,75	14,83	33,95	13,53	3,71	1,55	18,79	4,93	70	47	6,10	9,55	87	4,72	15,14	8,03	93	24,46	33,42	49,41	11,96	61,37	46,03	1,07,40	1888-89
1889-90	13,38	8,41	13,47	35,26	14,33	3,65	2,09	20,07	4,97	60	66	6,23	9,36	79	5,72	15,87	7,67	2,02	35,66	45,35	49,71	15,47	65,18	57,60	1,22,78	1889-90
1890-91	14,73	8,87	18,05	41,65	15,79	4,24	1,71	21,74	5,75	1,01	76	7,52	10,25	1,12	4,07	15,44	8,17	55	49,65	58,37	54,69	15,79	70,48	74,24	1,44,72	1890-91
1891-92	14,47	10,14	19,20	43,81	15,65	4,11	1,60	21,36	5,62	93	72	7,27	9,34	1,11	3,32	13,77	7,77	77	45,51	54,05	52,85	17,06	69,91	70,35	1,40,26	1891-92
1892-93	15,19	11,02	16,23	42,44	15,99	4,67	2,31	22,97	5,15	1,06	72	6,93	9,42	78	3,77	13,97	8,90	95	34,67	44,52	54,65	18,48	73,13	57,70	1,30,83	1892-93
1893-94	15,11	15,45	15,07	45,63	17,10	6,98	1,92	26,00	5,30	1,10	55	6,95	8,82	1,17	4,52	14,51	7,54	82	31,18	39,54	53,87	25,52	79,39	53,24	1,32,63	1893-94

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*),
Calcutta, 15th March 1894.

J. F. FINLAY,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, March 3rd, 1894.

The chief features of the week have been the advance of a depression from Baluchistan into North-West India on the 28th February; and the formation of an independent depression on the 1st March in North-East India. Both these depressions were persistent through the rest of the week, though with variations as to character and intensity. The unsettled conditions of the weather at the close of the previous week continued on the 25th, but pressure recovered on the 26th and there were no changes calling for particular notice,—except the great uniformity of the pressure distribution over the whole of India on the 27th,—till the morning of the 28th; on which day there was a general fall of pressure, with a low pressure area over North-West Rajputana where the defect from normal amounted to one-seventh of an inch. By 8 A.M. on the 1st March this depression was of less importance, but an independent depression had formed in North-Eastern India where the pressure was ·200 inch below the normal. The depression over Bengal continued to be the chief feature of the next day, while pressure had risen in the north-west; and, though still considerably in defect, the deficiency there was of much less importance and the weather in the north-west appeared to be improving; but a rapid fall of the barometer on the 3rd lowered the pressure to largely below the normal over the greater part of Northern India; the greatest defect, however, continuing to be in Bengal where pressure was as much as quarter of an inch below normal, while it was two-tenths of an inch below in West Punjab. The abnormal conditions of the past week were accompanied with rain and thunderstorms in Bengal and Assam and rain in the north-west, especially on the Hills and in the submontane districts of the Himalayas.

The abnormal defect in pressure noticed at the close of the previous week continued practically unchanged on the 25th. Winds were generally light and variable. The rainfall was almost entirely confined to the North-West Hill stations, Bengal and Assam. At Gnatong 1·20 inches snow fell and several stations received over half an inch of rain. The distribution of pressure on the 26th was irregular, with a shallow low pressure area over Bengal, but pressure was fairly uniform and the variations from the normal small. Winds showed an irregular cyclonic tendency in Bengal, but elsewhere their direction continued very variable. Heavy rain fell in Baluchistan, Chaman receiving 2·05 inches and Quetta 0·95 inch, but in India showers were light and of little importance. On the 27th there was a slight tendency shown to the formation of the hot weather low pressure area over Orissa and Chota Nagpur, but the chief feature in the meteorology of the day was the great uniformity in pressure, the greatest pressure differences over the whole of the Indian region not being more than one-tenth of an inch. Light local showers in some cases accompanying thunderstorms were reported, Silchar and Quetta each receiving half an inch. The advance of a shallow depression from Baluchistan into Rajputana had by the morning of the 28th given general rain in Baluchistan and the Punjab, more especially at the North-West Hill stations. With the exception, however, of Chaman and Simla, each of which received over an inch, the fall was light. Rain also fell at stations in Bengal and Assam, chiefly along the Hills. Silchar registered 1·21 inches. Winds were

feebly cyclonic in the depression area and calms were prevalent in the Gangetic plain. Large and important changes took place during the next 24 hours. There was a rapid fall of pressure over North-East India; and a depression, independent of the one of the previous day over North-West India (which was still apparent), had formed over Chota Nagpur and West Bengal. There was a feeble but fairly well marked cyclonic circulation of the winds in North-Eastern India, with fresh to strong winds at the head of the Bay and at Darjeeling. Rain continued at the North-West Hill stations and the Punjab, and was more general in Bengal and Assam. Simla received 1·19 inches, Ranikhet 1·19 inches, Mussoorie 0·93 inch, Silchar 1·36 inches and Dacca 1·18 inches. By the morning of the 2nd March pressure had risen briskly in Baluchistan, and the deficiency of pressure over the north-west was of much less importance. The depression in the north-east was, however, still in existence, covering nearly the same area, and heavy rain had fallen at some stations in Bengal and Assam; Barisal registering 3·55 inches, Chittagong 1·56 inches, Dacca 0·91 inch and Silchar 0·87 inch. Light to moderate showers had also continued in the Punjab and north-western districts of the North-Western Provinces; Montgomery and Dehra Ismail Khan each receiving half an inch. Winds had increased in force at the head of the Bay and were more westerly than the day previous in South-West Bengal. They were unusually strong on the West Coast and were light in Upper India. There was another general fall of pressure on the 3rd, the fall being greatest in Baluchistan, the Punjab, North Bengal and Upper Burma. The deficiency was greatest in Bengal where pressure was more than quarter of an inch below the normal. In West Punjab it was upwards of two-tenths of an inch in defect. The intensification of the pressure in Bengal had caused a considerable increase in the strength of the westerly winds in the Gangetic plain. Winds had fallen off in strength at the head of the Bay and also on the Sind, Cutch and Kathiawar Coasts. In Baluchistan, Chaman and Quetta had each received over half an inch of rain, but very little rain had fallen in North-Western India. Snow fell at Gnatong and rain continued in Bengal and Assam, Chittagong receiving 2·15 inches, Bogra 1·27 inches and Silchar 0·96 inch. The week thus closed with very abnormal weather conditions, the defect of pressure being greatest in Baluchistan and Bengal. The temperature for the whole of India for the whole week was very nearly normal, being only 0·3° in excess.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India :—

Province.	February 1894.				March 1894.			Mean variation of week.
	25th.	26th.	27th.	28th.	1st.	2nd.	3rd.	
Burma	+0·6	+0·5	+0·9	+0·6	−0·4	0	+0·6	+0·4
Bengal and Assam . .	+0·3	+2·2	−0·4	−0·3	+1·3	−0·3	+0·6	+0·5
North-Western Provinces and Oudh	−0·4	−1·9	−1·5	+0·7	−4·8	−2·8	−0·9	−1·7
Punjab	+0·4	+1·1	+0·6	−0·9	−4·9	−5·1	−1·8	−1·5
Bombay	−0·1	+0·5	+0·5	+0·6	+0·8	+0·8	+1·1	+0·6
Central Provinces and Berar	0	−0·2	−0·2	+1·4	+1·8	+1·5	+2·8	+1·0
Central India and Gujarat .	+2·3	+1·9	+1·9	+3·0	+2·4	+3·1	+3·3	+2·6
Sind and Rajputana . .	+1·2	+2·3	−1·4	+0·3	−0·7	+1·9	+1·6	+0·7
Madras	+0·8	−0·3	−0·8	−0·3	−0·4	−0·1	+2·2	+0·2
Mean for whole of India .	+0·6	+0·7	0	+0·6	−0·5	−0·1	+1·1	+0·3

It will be seen from the above that the heavy rainfall of the week lowered the temperature considerably in Bengal and Assam, and in the North-Western Provinces and the Punjab; the excess over normal in Bengal and Assam being only 0·5° as compared with 3·6 of the previous week; and the mean average temperature of the North-Western Provinces and the Punjab being 1·7 and 1·5 in defect, while last week it was in excess. The mean for the whole of India was normal on the 27th, while it was nearly normal on all the other days of the week; on the first and second the temperature being slightly in defect. The largest variation from the normal occurred in the North-Western Provinces and the Punjab. In the latter province the defect on the 1st and 2nd amounted to about 5°.

Rain.—The concluding table shows that twenty-two of the rainfall divisions received no rain during the week. The average actual rainfall of twelve did not exceed one-tenth of an inch, of ten others it was less than half an inch, while it exceeded half an inch in the case of the remaining eight. The heaviest average rainfalls reported were 3·74 inches in Assam (Surma), 2·13 inches in Eastern Bengal, 1·86 in Punjab Hill Districts and 1·73 in Assam (Brahmaputra).

The rainfall of the week was in excess of the normal over the whole of the Punjab, in most of the divisions of Bengal and Assam, in North Oudh, the Western and Submontane Divisions of the North-Western Provinces, the Central and East Divsions of the Central Provinces and in the East Coast (North) Divisions of Madras.

The last three columns of the table show that from 31st December to 3rd March the total rainfall has been in excess of the normal in East Bengal, Assam, North-Western Provinces, Punjab, Sind, Rajputana, most of the divisions in Madras and in a few other divisions in the Peninsula. The greatest absolute excess occurred in the Hill districts of the Punjab where the actual rainfall amounted to 15·79 inches or 8·98 inches in excess of the normal.

The heaviest falls are reported from Bengal and are as follow :—Noakhally 8·98 inches, 4·78 inches of which fell on the 2nd March; Madaripur (Faridpur) 5·22 inches, Chandpur (Tipperah) 5·10 inches and Bhola (Backergunge) 4·99 inches.

Province.	Division.	Rainfall data for week ending 3rd March 1894.			Rainfall data from 31st December to 3rd March 1894.		
		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, 31st December to 3rd March.	Excess or defect of (seasonal) rainfall expressed as a percentage
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	0	0·07	—100
	Lower Burma	0	0·05	—0·05	0	0·35	—100
	Central ditto	0	0	0	0·09	0·21	— 57
	Upper ditto	0·03	?	?	0·03	?	?
	Arakan	0·05	0·07	—0·02	0·05	0·25	— 80
Bengal and Assam	Eastern Bengal	2·13	0·52	+1·61	2·55	2·02	+ 26
	Assam (Surma)	3·74	0·96	+2·78	4·72	3·13	+ 51
	Ditto (Brahmaputra)	1·73	0·41	+1·32	3·60	2·38	+ 51
	Deltaic Bengal	0·47	0·46	+0·01	0·96	1·97	— 51
	Central ditto	0·14	0·15	—0·01	0·03	1·34	— 53
	North ditto	0·48	0·10	+0·38	1·01	1·15	— 12
	Orissa	0·01	0·15	—0·14	0·02	1·33	— 98
	Chota Nagpur	0·01	0·13	—0·12	0·98	1·54	— 36
	Bihar (South)	0·04	0·05	—0·01	0·76	1·13	— 33
	Ditto (North)	0·10	0·03	+0·07	0·56	1·10	— 49
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·04	—0·04	1·46	1·04	+ 40
	North-Western Provinces (Submontane) (*a*).	0	0·08	—0·08	1·68	1·03	+ 63
	Oudh (South)	0·01	0·01	0	2·44	1·00	+144
	Ditto (North)	0·03	0·02	+0·01	2·11	1·16	+ 82
	North-Western Provinces (Central).	0·01	0·03	—0·02	2·10	0·81	+159
	North-Western Provinces (West).	0·14	0·06	+0·08	2·63	0·99	+166
	North-Western Provinces (Submontane) (*b*).	0·75	0·19	+0·56	4·58	2·96	+ 55
Punjab	Punjab (South)	0·59	0·08	+0·51	3·53	1·09	+224
	Ditto (Central)	0·34	0·08	+0·26	3·66	1·19	+208
	Ditto (Submontane)	0·73	0·18	+0·55	6·27	2·80	+124
	Ditto (Hill Districts)	1·86	0·65	+1·21	15·79	6·81	+132
	Ditto (North-West)	0·33	0·31	+0·02	7·62	3·29	+132
	Ditto (West)	0·04	0·09	+0·55	2·10	1·00	+110
Bombay and Malabar Coast Districts (Madras).	Malabar	0	0·07	—0·07	0·52	0·55	— 5
	Madras (South Central)	0	0·09	—0·09	1·13	0·46	+146
	Coorg	0	0·10	—0·10	0	0·46	—100
	Mysore	0	0·01	—0·01	0·07	0·12	— 42
	Konkan	0	0	0	0·02	0·09	— 78
	Bombay-Deccan	0·01	0·02	—0·01	0·35	0·09	+289
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·01	—0·01	0·54	0·17	+218
Central Provinces and Berar.	Berar	0	0·04	—0·04	0·24	0·57	— 58
	Central Provinces (West)	0·01	0·05	—0·04	0·27	0·76	— 64
	Ditto ditto (Central)	0·17	0·06	+0·11	1·02	0·92	+ 11
	Ditto ditto (East)	0·14	0·09	+0·05	0·56	0·92	— 39
Bombay (North)	Gujarat	0	0	0	0·02	0·09	— 78
	Kathiawar	0	0·04	—0·04	0·01	0·14	— 93
	Sind	0·05	0·06	—0·01	2·20	0·71	+210
Rajputana and Central India.	Central India (East)	0	0·06	—0·06	0·61	0·66	— 8
	Rajputana (East), Central India (West).	0	0·03	—0·03	0·85	0·40	+113
	Rajputana (West)	0	0·09	—0·09	0·70	0·53	+ 32
Madras	East Coast (North)	0·27	0·06	+0·21	0·74	0·54	+ 37
	Ditto (ditto) (*a*)	0·35	0·11	+0·24	0·55	0·27	+104
	Hyderabad (South)	0	0·02	—0·02	0·06	0·30	— 80
	Madras (Central)	0	0	0	0·18	0·08	+125
	East Coast (Central)	0	0·02	—0·02	0·68	0·52	+ 31
	Ditto (South)	0	0·03	—0·03	1·66	0·87	+ 91
	Madras (South)	0	0·18	—0·18	0·82	1·30	— 37

W. A. BION,
Actg. Assistant Meteorological Reporter to the Government of India.

Simla, the 8th March 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 10th March.*—No rain except a few light showers in Malabar. Agricultural operations restricted as usual at this season. Standing crops generally good, though cotton is diseased in the Deccan. Harvest continues fair. Pasture or fodder available and cattle in good condition. Prices almost stationary, though very slightly easier in the southern half of the presidency.

Bombay.—*For week ending 14th March.*—Rain in parts of Sind. Standing crops damaged by blight, rust or insects in parts of three districts; prospects otherwise good, but cotton in Broach is below average owing to unseasonable rain in January. Reaping of late crops progressing in fifteen, and ploughing and sowing operations in five, districts. Cotton-picking continues in seven districts. Deficiency of fodder in one district. Agricultural stock good. Scarcity in parts of Baroda. Number on relief works, 2,093. Prices steady except in two districts.

Bengal.—*For week ending 10th March.*—Numerous local storms with rain occurred during the week over the greater part of Bengal Proper. In Bihar and Orissa there were a few light showers. The rain has benefited the spring rice and other standing crops, and has facilitated the preparation of lands for the sowing of autumn rice and jute. The harvesting of spring crops is in progress, and the reports are generally favourable except from Chittagong and Noakhali where the rainfall has been excessive. The collection of opium is in progress; but the outturn is not so promising as before owing to the prevalence of blight in parts of Bihar. Cattle are generally in good condition, and there is plenty of fodder and water in all districts. The distribution of gratuitous relief in Faridpur has practically ceased. The price of rice is reported to have slightly risen in some districts.

North-Western Provinces and Oudh.—*For week ending 14th March* —Weather seasonable. Slight rain in five districts. Harvesting of spring crops and opium collection in progress. In Banda and Jhansi wheat has been injured by rust. Prospects are favourable. Supplies and fodder sufficient. Prices generally steady.

Punjab.—*For week ending 14th March.*—Rain has fallen in all but three districts. Extra spring crops being sown. Cotton sowings in progress. Land is being prepared for the autumn crops. The condition and prospects of the standing crops are good. The spring crops in parts of Lahore are said to have been damaged by field rats and floods from the river. Cattle are generally in good condition and fodder is sufficient throughout the province. The poppy crop is in good condition. Prices falling in three districts; stationary elsewhere.

Central Provinces.—*For week ending 14th March.*—The clouds have cleared away and the weather is favourable for harvesting. The wheat crop in Saugor is reported to be a complete failure, and that of the adjacent district of Damoh is very bad. In Hoshangabad the crop is apparently rather worse than was anticipated. The outturn will be fair in the Nagpur country and in Chhattisgarh.

Burma.—*For week ending 10th March.*—Slight rain throughout Upper Burma except in Thayetmyo, Minbu, Magwe, and the Shan States. In Lower Burma the harvesting of the main paddy crop is nearly finished. Dry-weather crops in Amherst and Tavoy are in good condition. In Upper Burma an excellent wet-weather paddy harvest has been gathered in most places. Sowing of dry-weather paddy and other crops progressing satisfactorily. Reaping of gram, peas, and beans continues. Crop prospects generally favourable and outturns on the whole fair. Fodder and water sufficient. The price of paddy has fallen in eleven districts, and has risen in Mandalay. The price of rice has fallen in six districts and has risen in two others. Prices of paddy are below normal everywhere except in Tavoy, Mergui, Kyaukphyu, and Sandoway where the supply and demand are local. The paddy market is late, and there seems to be a falling tendency in the price of the grain in the principal export markets.

Assam.—*For week ending 14th March.*—Slight rain. Early rice-ploughing and sugarcane-pressing still continue. Condition of cattle good, and fodder and water sufficient.

Mysore and Coorg.—*For week ending 14th March.*—MYSORE: Crops and prospects good. *Ragi* (*Eleusine coracana*) harvested in Bangalore. Rice sown in parts of the Tumkur and Bangalore districts, and harvested in Mysore and parts of the Bangalore and Chitaldrug districts. Prices fallen slightly in two districts.

COORG: Threshing of rice completed. Manuring of fields in progress. Coffee-picking completed. Fodder and water for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 14th March.*—BERAR: The hot weather has fairly set in. Standing crops continue favourable. Threshing of spring crops in progress. Reaping of gram and linseed completed in the Wun district. Preparation of land for the ensuing crop has commenced throughout the province. Fodder sufficient except in parts of the Akola district where it is reported scanty. Water-supply sufficient. Prices steady.

HYDERABAD: No rain during the week. Harvesting of hot-weather crops continues. Cutting of spring crops commenced. Prices steady.

Central India.—*For week ending 14th March.*—Slight rain during the week in parts of Gwalior. Spring crops being reaped in Bhupal, Bundelkhand, and Baghelkhand. The outturn in Bhopal, Bundelkhand, Goona, and parts of Gwalior will probably be below average. Prices of food-grains rising in parts of Gwalior and Bundelkhand, high in Bhopal, and steady in other Agencies. The condition of the opium crop is indifferent in Bhopal and Neemuch, but good in other parts.

Rajputana.—*For week ending 14th March.*—Rainfall slight in parts. Agricultural operations, standing crops, and cattle, generally satisfactory. Prospects generally good. Harvest commenced in places. Pasturage or fodder sufficient. Opium injured in Todgurh by high winds and cloudy weather. Prices falling in three States, rising in two others, and steady elsewhere.

Kashmir.—*For week ending 13th March.*—Snow and rain during the week. Prospects of spring crops are generally good, but fine weather is now required to prepare land for autumn crops. Prices favourable.

Jammu.—*For week ending 8th March.*—Good rain. Fodder plentiful and cattle in good condition. Prices falling.

Nepal.—*For week ending 10th March.*—Weather pleasant and sunny. Prospects fair.

M. FINUCANE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 4TH MARCH 1893, AND FROM 1ST JANUARY TO 3RD MARCH 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1893.	Week ending 4th March 1893. Mean mileage worked.	Week ending 4th March 1893. Earnings. Total.	Week ending 4th March 1893. Earnings. Per mile open per week.	Week ending 3rd March 1894. Mean mileage worked.	Week ending 3rd March 1894. Earnings. Total.	Week ending 3rd March 1894. Earnings. Per mile open per week.	Earnings from 1st January to 4th March 1893.	Earnings from 1st January to 3rd March 1894.	Increases during the 1st half of 1894.	Decreases during the 1st half of 1894.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	619	1,634	9,71,657	595	1,634	11,67,753	715	90,19,296	1,02,36,704	12,17,408	...
Bengal-Nágpur	180	803	1,57,965	183	862	1,76,733	205	13,77,149	14,41,707	64,558	...
Indian Midland	145	752	1,01,384	135	752	1,19,656	159	10,14,303	10,75,053	60,750	...
Bezwada Extension	96	21	2,506	119	21	1,472	70	21,520	12,784	...	8,736
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	4,47,719	264	1,699	5,47,010	322	44,53,874	47,06,070	2,52,196	...
South Indian	157	1,043	1,66,357	159	1,043	1,45,419	139	13,78,460	11,34,674	...	2,43,786
Southern Mahratta (*b*)	109	1,107	1,21,779	110	1,104	1,24,615	107	9,70,848	9,86,895	16,047	...
Bengal and North-Western (*c*)	162	756	1,24,204	164	750	1,20,620	160	10,39,001	10,32,907	...	6,034
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	15,403	69	223	20,598	92	1,43,837	1,73,265	29,428	...
Pálanpur-Deesa	...	...	...	...	16	810	51	...	6,925	6,925	...
TOTAL	472	8,098	21,08,974	260	8,170	24,24,686	297	1,94,18,288	2,08,07,044	13,88,756	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	6,19,451	247	2,507	6,83,999	273	48,14,651	55,19,436	7,04,785	...
Oudh and Rohilkhand (state)	272	692	1,56,687	226	740	1,99,165	269	15,47,022	17,57,073	2,10,051	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,95,441	252	813	2,20,420	271	18,15,723	23,40,480	5,24,757	...
Bengal Central (*e*)	120	125	10,450	132	125	13,650	109	1,40,515	1,31,440	...	9,075
East Coast (state)	55	91	(*f*) 4,208	46	266	20,818	78	(*f*) 6,422	1,65,426	1,59,004	...
Metre gauge—											
Burma (state)	224	715	2,32,007	324	730	2,11,482	290	17,64,812	14,69,669	...	2,95,143
Special gauges—											
Jorhát (state provincial)	46	28	882	32	28	1,194	43	8,034	9,135	201	...
Cherra-Companyganj (state provincial)	53	8	512	64	8	473	59	4,446	4,126	...	320
TOTAL	231	4,945	12,25,638	248	5,217	13,51,201	259	1,01,02,525	1,13,96,785	12,94,260	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	9,87,103	663	1,490	9,64,154	647	81,22,815	87,03,450	5,80,635	...
Bombay, Baroda and Central India	705	461	3,28,557	713	461	3,54,000	768	26,50,117	27,84,128	1,34,011	...
Madras	242	840	2,15,031	256	840	2,19,950	262	18,42,679	16,58,808	...	1,83,811
TOTAL	525	2,791	15,30,691	548	2,791	15,38,104	551	1,26,15,611	1,31,46,446	5,30,835	...
TOTAL (GUARANTEED AND STATE)	304	15,834	48,65,303	307	16,178	53,13,991	322	4,21,36,424	4,53,50,275	32,13,851	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	20,227	126	161	23,036	143	1,79,607	1,95,559	15,952	...
Tarkessur	277	22	5,700	259	22	6,610	300	54,335	55,265	930	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	5,205	78	67	9,560	143	39,403	80,924	41,521	...
Dibru-Sadiya	126	78	8,913	114	78	10,800	138	83,469	87,387	3,918	...
TOTAL	142	328	40,045	122	328	50,006	152	3,56,814	4,19,135	62,321	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	53,979	162	333	68,560	206	5,07,296	5,00,312	...	6,984
The Gaekwar's Petlád	103	13	1,503	116	13	910	70	12,081	9,255	...	2,826
Rájpura-Bhátinda	124	108	15,717	146	108	15,106	140	1,05,138	1,06,828	1,690	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	29,336	89	362	30,735	85	2,97,793	2,61,931	...	35,862
The Gaekwar's Mehsána	80	93	6,666	72	93	7,450	80	61,380	68,240	6,854	...
Kolhapur	83	29	2,809	97	29	2,571	89	23,710	16,206	...	7,444
Special gauge—											
The Gaekwar's Dabhoi	82	72	6,000	83	72	5,850	81	45,623	43,584	...	2,039
TOTAL	125	979	1,16,010	118	1,010	1,31,182	130	10,53,027	10,06,416	...	46,611
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	43,621	131	334	51,589	154	3,70,528	3,55,910	...	14,618
Jetalsar-Rájkot	24	...	...	...	46	3,794	82	...	25,045	25,045	...
Jodhpur-Bikaneer	53	291	15,738	54	364	25,100	69	1,58,690	2,24,671	65,981	...
Special gauge—											
Morvi	70	94	5,599	60	94	8,742	93	56,018	61,592	5,574	...
TOTAL	93	719	64,958	90	838	89,225	100	5,85,236	6,67,218	81,982	...
GRAND TOTAL	282	17,860	50,86,316	285	18,354	55,84,404	301	4,41,31,501	4,74,43,044	33,11,543	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

CALCUTTA,
The 16th March, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLVI OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 4th March 1893. Mean mileage worked.	Week ending 4th March 1893. Earnings. Total.	Week ending 4th March 1893. Earnings. Per mile open per week.	Week ending 3rd March 1894. Mean mileage worked.	Week ending 3rd March 1894. Earnings. Total.	Week ending 3rd March 1894. Earnings. Per mile open per week.	Earnings from 1st April 1892 to 4th March 1893.	Earnings from 1st April 1893 to 3rd March 1894.	Increases in 1893-94.	Decreases in 1893-94.
State lines worked by Companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	580	1,634	9,71,657	595	1,634	11,67,753	715	4,51,62,208	4,70,68,300	19,06,092	...
Bengal-Nágpur	140	863	1,57,965	183	862	1,76,733	205	53,74,620	57,80,497	4,05,877	...
Indian Midland	129	752	1,01,384	135	752	1,19,656	159	46,03,817	46,84,150	80,333	...
Bezwada Extension	80	21	2,506	119	21	1,472	70	93,483	91,383	...	2,100
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	4,47,719	264	1,699	5,47,010	322	2,05,14,898	2,07,98,056	2,83,158	...
South Indian	139	1,043	1,66,357	159	1,043	1,45,419	139	72,66,581	71,71,048	...	95,533
Southern Mahratta (*b*)	87	1,107	1,21,779	110	1,164	1,24,615	107	43,00,262	54,57,409	11,57,147	...
Bengal and North-Western (*c*)	137	756	1,24,204	164	756	1,20,620	160	48,77,316	47,71,591	...	1,05,725
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	15,403	69	223	20,598	92	6,29,912	6,80,670	50,758	...
Pálanpur-Deesa	...	...	...	...	16	810	51	...	(*d*) 11,317	11,317	...
TOTAL	243	8,098	21,08,974	260	8,170	24,24,686	297	9,28,23,097	9,65,14,421	36,91,324	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	6,10,451	247	2,507	6,83,999	273	2,33,60,823	2,74,63,324	41,02,501	...
Oudh and Rohilkhand (state)	235	692	1,56,687	226	740	1,99,165	269	76,71,376	80,86,472	4,15,096	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	1,95,441	252	813	2,20,420	271	1,10,20,705	1,17,89,719	7,69,014	...
Bengal Central (*f*)	120	125	16,450	132	125	13,650	109	7,17,294	7,11,747	...	5,547
East Coast (state)	...	91	4,208	46	266	20,818	78	(*g*) 6,422	(*h*) 6,02,572	5,96,150	...
Metre gauge—											
Burma (state)	194	715	2,32,007	324	730	2,11,482	290	65,03,072	57,06,513	...	7,96,559
Special gauges—											
Jorhát (state provincial)	46	28	882	32	28	1,194	43	62,158	65,671	3,513	...
Cherra-Companyganj (state provincial)	47	8	512	64	8	473	59	17,745	20,576	2,831	...
TOTAL	217	4,945	12,25,638	248	5,217	13,51,201	259	4,93,59,595	5,44,46,594	50,86,999	...
Lines worked by Guaranteed Companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	513	1,490	9,87,103	663	1,490	9,64,154	647	3,63,39,611	3,59,51,424	...	3,88,187
Bombay, Baroda and Central India	605	461	3,28,557	713	461	3,54,000	768	1,30,78,904	1,37,72,301	6,93,397	...
Madras	226	840	2,15,031	256	840	2,19,950	262	90,62,537	94,91,483	4,28,946	...
TOTAL	442	2,791	15,30,691	548	2,791	15,38,104	551	5,84,81,052	5,92,15,208	7,34,156	...
TOTAL (GUARANTEED AND STATE)	271	15,834	48,65,303	307	16,178	53,13,991	322	20,06,63,744	21,01,76,223	95,12,479	...
Assisted Companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	20,227	126	161	23,036	143	10,06,060	11,26,335	1,20,275	...
Tárkessur	252	22	5,700	259	22	6,610	300	2,65,110	2,60,201	...	4,909
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	5,205	78	67	9,560	143	3,77,545	4,26,739	49,194	...
Dibru-Sadiya	123	78	8,913	114	78	10,800	138	4,59,025	4,76,736	17,711	...
TOTAL	135	328	40,045	122	328	50,006	152	21,07,740	22,90,011	1,82,271	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	53,979	162	333	68,560	206	24,52,727	24,98,911	46,184	...
The Gaekwar's Petlád	96	13	1,503	116	13	910	70	58,997	55,199	...	3,798
Rájpura-Bhátinda	92	108	15,717	146	108	15,106	140	4,93,760	6,32,150	1,38,390	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	94	331	29,336	89	362	30,735	85	13,98,469	15,84,299	1,85,830	...
The Gaekwar's Mehsána	59	93	6,666	72	93	7,450	80	2,53,197	3,00,898	53,701	...
Kolhapur	67	29	2,809	97	29	2,571	89	92,699	1,02,472	9,773	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	6,000	83	72	5,850	81	2,26,487	2,23,084	...	3,403
TOTAL	107	979	1,16,010	118	1,010	1,31,182	130	49,76,336	54,03,013	4,26,677	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	43,621	131	334	51,589	154	15,69,828	18,43,511	2,73,683	...
Jetalsar-Rájkot	...	...	...	...	46	3,794	82	...	(*k*) 1,28,052	1,28,052	...
Jodhpur-Bikaneer	60	291	15,738	54	364	25,100	69	8,39,183	8,82,040	42,857	...
Special gauge—											
Morvi	65	94	5,599	60	94	8,742	93	2,93,439	3,04,527	11,088	...
TOTAL	80	719	64,958	90	838	89,225	106	27,02,450	31,58,130	4,55,680	...
GRAND TOTAL	251	17,860	50,86,316	285	18,354	55,84,404	301	21,04,50,270	22,10,27,377	1,05,77,107	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from 8th November 1893 to 3rd March 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Total earnings of the Bezwada-Godávari section from date of opening, *viz.*, 20th February 1893.
(*h*) Total earnings of the Bezwada-Godávari section from the 1st April 1893, and of the Godávari-Vizianagram section and the Cocanada and Vizagapatam branches from the date of opening, *viz.*, 15th July 1893.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April 1893 to 3rd March 1894.

CALCUTTA,
The 16th March, 1894.

F. B. HEBBERT,
Under Secretary.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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 8	10 10	15 6	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 12	256 12	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	10 14
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 2	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 1	11 3	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 7	14 7
Bassein	...	...	...	...	15 13	11 14	16 15	15 14	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	12 12	11 9	13 13	12 7	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	13 9	13 9	13 9	13 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 14	14 5	16 7	20 6	...	...	...	...	...	...	...	...	14 14	14 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	16 2	14 9	18 9	16 8	...	...	...	...	...	...	...	...	12 6	12 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	22 5	22 5	...	...	12 12	12 12	19 11	19 11	...	...	...	...	...	...	...	...	16 0	16 0	22 9	25 0	8 10	8 10	245 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	26 6	24 0	...	...	13 1	13 1	14 6	14 6	28 7	28 7	...	...	...	...	...	...	13 7	13 7	28 10	28 10	10 0	10 0	82 0	82 0	16 0	16 0
Bamo	...	...	...	...	7 10	7 3	9 6	9 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 3	200 0	182 0	9 10	9 10
Pakôkku	...	...	...	...	9 0	9 0	11 0	11 0	32 0	32 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	13 7	13 7	14 4	14 4	...	...	...	...	...	...	...	...	11 0	11 0	51 5	34 3	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	14 6	14 6	17 4	16 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	18 10	16 12
Kyaukpyu	...	...	...	...	9 13	8 4	11 9	9 3	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	16 8	15 12
Akyab	...	...	...	...	12 0	11 8	15 0	13 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	250 0	250 0	12 8	12 8
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 5	8 5	9 10	10 0	...	...	...	...	...	...	...	...	14 8	14 8	...	...	...	...	...	...	9 8	9 8
Cachar	7 12	7 12	...	...	7 0	6 14	9 8	10 0	...	...	...	...	...	...	...	...	13 0	12 8	...	...	...	...	80 0	80 0	8 8	8 4
Khási and Jaintia Hills	6 0	6 0	...	...	4 3	4 3	5 3	5 3	...	...	...	...	...	...	...	...	7 7	7 7	10 0	10 0	...	...	80 0	80 0	6 0	6 0
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 8	6 8	11 0	11 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	100 0	110 0	9 0	9 0
Kámrup	8 8	8 8	...	...	8 8	8 0	12 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	40 0	40 0	10 0 0	10 0 0
Darrang	8 8	9 0	...	...	8 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 8	9 8
Nowgong	...	...	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 8	8 8
Sibságar	...	...	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	...	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	...	8 0	
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	4 0	5 0	5 0	6 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	...	...	10 10	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	10 0	10 0
Noakhali	...	...	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	...	...	7 4	6 8
Chittagong	11 0	11 8	...	...	10 12	10 0	12 8	12 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	80 0	80 0	10 0	9 8
Tippera	9 0	10 0	...	...	9 6	9 0	10 5	10 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 8	10 8	...	...	9 0	9 10
Dacca	12 0	11 8	...	...	8 8	8 8	10 0	10 0	...	...	...	...	...	...	...	...	17 0	16 0	...	...	20 0	20 0	120 0	120 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	12 8	100 0	100 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	9 8	11 0	160 0	160 0	9 0	9 0
24-Parganas	13 8	13 8	17 0	17 0	8 0	8 0	12 12	12 12	16 0	16 0	...	...	...	...	8 0	8 0	21 0	21 0	16 0	17 0	17 8	21 0	100 0	100 0	10 8	10 8
Midnapore	11 0	11 0	...	...	10 0	10 0	15 5	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 8	18 8	200 0	200 0	10 4	10 4
Howrah	...	...	...	...	10 6	11 0	12 10	12 12	...	...	...	...	...	...	...	...	...	...	...	...	11 8	11 10	105 0	105 0	10 0	10 0
Calcutta	13 3	13 3	16 0	16 0	7 8	7 8	10 0	10 0	20 0	20 0	16 0	16 0	...	...	8 3	8 6	15 4	14 14	21 6	21 4	19 6	19 4	94 0	85 0	11 0	11 0
Hooghly	14 5	14 4	20 8	20 8	8 4	8 4	11 0	11 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	18 4	12 8 and 18 3	160 0	160 0	10 0	10 0
Nadia (Krishnagar)	16 0	20 0	...	22 13½	8 0	8 0	13 1	12 4½	...	...	...	...	...	...	...	...	22 13½	24 9	...	...	20 0	20 0	128 0	128 0	9 1	9 12
Jessore	10 0	11 0	...	13 4	8 0	8 8	12 0	12 0	...	...	...	...	...	...	...	...	15 0	12 8	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Faridpur	16 0	16 0	18 0	18 0	7 8	7 0	12 0	11 8	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	200 0	200 0	9 0	9 0
Central—																										
Bankura	16 3	16 3	...	...	12 8	13 12	16 0	15 0	...	...	...	...	...	...	...	...	17 0	16 0	...	...	13 0	15 8	320 0	320 0	10 2	10 13
Burdwan	13 0	15 0	...	...	12 4	13 2	15 0	14 8⅔	...	...	...	...	...	...	...	...	18 0	17 0	...	...	18 0	22 13	80 0	80 0	10 8	11 0
Birbhum	9 12	9 12	...	...	12 0	12 0	15 12	15 12	...	...	...	...	...	...	...	...	16 8	18 0	...	...	13 8	13 8	200 0	200 0	11 0	11 0
Murshidabad	15 0	14 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Sonthal Parganas	12 8	12 8	...	...	12 0	11 8	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	21 0	21 0	20 0	22 0	130 0	130 0	10 0	10 0
Pabna	18 12	18 12	22 8	22 8	6 0	6 0	12 0	12 6	...	...	...	...	...	...	...	...	17 0	17 0	...	...	20 4	21 0	200 0	200 0	9 12	9 12
Bogra	13 8	13 8	...	...	9 15	9 12	14 4	13 8	...	...	...	...	...	...	...	...	15 15	15 15	...	...	...	...	90 0	90 0	8 10	8 10
Rajshahi	16 8	16 8	21 0	21 0	10 8	11 4	12 12	12 12	...	...	...	...	...	...	...	...	21 0	24 0	...	...	19 0	20 10	240 0	240 0	9 0	9 0
Malda	18 0	17 0	...	...	10 0	10 0	15 0	15 0	...	...	16 0	16 0	...	...	13 0	13 0	14 0	16 0	24 0	24 0	12 0	12 0	120 0	120 0	9 0	9 0
Northern—																										
Rangpur	13 0	12 14	...	...	9 8	9 0	13 14	13 4	...	...	...	...	...	...	...	...	18 0	18 0	...	...	9 0	10 0	70 0	60 0	9 0	9 0
Dinajpur	11 0	14 6	...	...	10 12	10 12	14 0	14 6	...	...	...	...	...	...	...	...	13 0	16 2	...	...	19 0	...	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 0	13 8	13 0	9 0	9 0	14 0	13 0	...	...	...	...	...	...	...	...	15 0	13 0	...	...	10 0	9 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	7 14	7 14	17 2	17 2	...	...	...	...	...	...	...	...	14 7	14 7	...	...	17 12	17 12	80 0	80 0	10 8	10 8
Cuttack	14 7	14 7	...	...	10 8	10 8	16 7	17 1	...	...	...	...	...	...	...	...	17 12†	17 12†	...	...	21 0	21 0	80 0	80 0	9 4	9 4
Balasore	16 0	16 0	10 0	8 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	10 0	11 0	130 0	130 0	10 8	10 0
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	11 0	16 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	...	16 0	10 0 to 13 0	11 0 to 12 8	14 8 to 16 0	15 12 to 17 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0 to 18 0	28 0	28 0	19 0	19 0	...	...	9 2	9 2
Lohardaga	9 0 to 12 8	9 0 to 12 0	13 0	12 0	13 0 to 14 0	13 0 to 14 0	17 0	16 0 to 17 0	...	...	...	...	30 0	28 0	...	...	15 0 to 16 0	14 0 to 16 0	28 0	20 0	13 0 and 19 0	19 0	160 0	160 0	9 12	9 0
Palámau	12 15	12 6	...	23 10	11 4	11 4	14 10	15 3 and 15 0	...	...	...	...	23 10	...	...	...	16 14	19 2	23 10	23 10	...	...	...	...	8 7	8 11½
Hazáribágh	12 8	12 0	16 0	16 0	8 0	8 0	15 0	13 0 and 15 0	...	...	...	...	23 0	23 0	...	...	16 0	16 0	18 0	18 0	18 0	18 0	240 0	240 0	8 0	9 0

† Kalai.

(*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1894 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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, cadian 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.
Bengal—*continued.*																										
Bihar, south—																										
Monghyr	16 12	14 0 to 16 0	21 0	16 0 to 18 5	13 10	9 8	15 12	14 6	...	...	...	...	...	...	12 9	14 9	24 2	18 10 to 21 0	19 15	16 12 to 18 14	23 1	17 13 to 18 14	126 0 to 168 0	126 0 to 148 0	10 0	10 8
Gaya	13 8	13 8	20 8	20 4	11 0	11 0	15 0	16 0	19 4	20 0	...	...	...	...	14 4	17 0	22 0	22 0	22 4	25 0	21 0	21 0	120 0	120 0	9 12	9 12
Patna	16 0 and 17 0	16 0 and 17 0	22 0	26 0	10 0	11 0	17 0	18 0	19 0	19 0	16 0	16 0	...	...	20 0	20 0	26 0	28 0	21 0	20 0	25 0	27 0	130 0	130 0	11 0	11 0
Shahabad	14 0	14 0	...	20 0	8 8	8 0	16 0	15 0	...	...	...	...	...	...	...	...	21 0	22 0	17 0	18 0	19 0	20 0	140 0	120 0	10 8	10 8
Bihar, north—																										
Purnea	18 0	18 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	24 0	22 0	...	...	20 0	20 0	320 0	320 0	10 0	9 0
Bhágalpur	16 6	16 6	20 3	20 0	12 10	13 4	16 6	16 6	...	...	...	...	...	...	...	...	21 3	20 3	21 7	25 0	20 3	20 3	126 12	125 4	10 1	10 0
Darbhanga	16 8	16 8	19 12	15 6	14 4	13 6	16 8	16 9	...	...	...	...	22 0	19 12	22 0	22 0	22 0	26 7	18 11	18 11	22 0	22 0	176 0	166 0	11 0	10 0
Muzaffarpur	13 0	13 8	20 0	20 0	8 0	8 0	15 0	15 0	...	...	...	...	19 0	19 0	...	...	22 0	21 0	18 0	20 0	21 8	21 8	160 0	160 0	11 0	11 0
Saran	14 0	14 0	16 0	16 0	10 8	11 0	14 8	15 0	...	...	...	...	20 0	22 0	18 8	18 0	22 0	22 0	19 8	19 8	24 8	23 0	200 0	200 0	10 0	10 0
Champaran	13 0	13 0	...	...	8 8	8 8	15 8	19 0	...	...	...	...	...	...	...	...	21 8	21 4	18 4	18 4	22 4	23 0	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	20 0	19 0	8 0	8 0	12 0	12 0	20 0	20 0	19 0	21 0	21 0	18 0	10 0	11 0	20 0	20 0	21 0	20 0	21 0	22 0	80 0	80 0	10 0	10 0
Benares	16 0	15 14	20 5½	20 5	9 5½	9 14	12 9	13 4½	21 6½	21 3	20 0½	20 1	...	...	15 9½	15 11½	20 14	21 4	22 4	22 4	20 3	19 14½	110 0	110 0	9 0½	9 6
Ghazipur	13 8	14 0	17 8	18 0	7 12	7 12	11 4	11 12	17 0	20 0	17 8	19 0	...	...	15 0	16 0	20 0	20 0	20 0	20 8	20 0	20 0	160 0	160 0	9 14	9 14
Jaunpur	14 8	15 0	20 0	19 8	7 0	7 0	12 0	12 0	...	...	21 0	21 8	...	...	...	...	20 0	19 0	...	...	22 8	22 8	170 0	170 0	10 0	10 0
Allahabad	14 8	14 6	21 0	21 4	10 0	10 0	13 8	13 8	24 0	24 0	22 0	22 8	...	...	21 0	21 0	23 8	23 8	...	...	20 0	20 8	96 0	87 14	9 8	9 8
Central—																										
Bánda	13 0	14 0	...	...	8 0	7 8	14 0	13 0	28 0	30 0	22 0	25 0	...	...	...	...	27 0	27 0	...	...	26 0	26 0	160 0	160 0	9 8	9 8
Fatehpur	14 12	14 12	21 0	21 0	8 0	7 8	12 8	14 8	26 0	26 0	23 0	23 8	...	...	...	...	25 0	25 0	...	...	25 0	25 0	100 0	160 0	9 8	9 8
Hamirpur	14 12	15 8	18 0	18 0	7 8	7 8	11 8	12 10	28 0	28 0	24 8	25 0	...	...	...	...	29 0	30 6	...	...	...	...	140 0	140 0	10 0	9 8
Jalaun	15 0	15 0	21 0	21 0	9 0	9 0	10 0	10 0	24 0	24 0	21 0	21 0	...	...	16 0	16 0	25 0	25 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	18 0	18 0	26 0	26 0	7 8	7 0	13 0	13 0	26 0	26 0	23 8	23 8	...	...	19 0	19 8	26 0	26 0	26 0	26 0	24 0	24 8	120 0	120 0	11 0	11 0
Etáwah	16 0	16 4	23 4	23 8	5 0	5 0	14 0	14 0	24 4	24 8	24 0	24 4	24 0	24 0	16 0	16 0	25 8	25 8	24 4	24 4	20 0	20 0	140 0	140 0	11 0	11 0
Farukhabad	15 0	15 0	24 0	23 0	5 4	5 4	6 4	6 4	24 0	21 0	24 0	23 8	...	...	...	...	24 0	23 12	25 0	25 0	23 8	23 8	120 0	130 0	10 0	10 0
Mainpuri	17 8	17 8	23 8	23 4	4 8	4 8	10 0	11 0	23 8	23 12	22 8	22 12	...	...	...	...	26 8	27 0	25 0	25 8	25 8	26 0	160 0	160 0	10 4	10 0
Etah	18 8	18 8	25 8	25 8	6 0	6 0	11 8	11 8	24 8	24 8	21 8	22 8	20 8	20 8	10 8	10 8	22 8	22 8	27 8	27 8	10 8	16 8	100 0	100 0	10 0	10 0
Western—																										
Jhánsi	15 8	17 4	24 0	17 12	7 0	7 8	12 0	12 12	23 8	25 8	22 0	22 12	...	...	...	...	23 8	23 12	25 0	24 0	...	...	160 0	160 0	10 4	10 4
Agra	15 8½	16 0	28 0	28 0	5 0	5 0	8 0	8 0	27 0	27 0	23 0	23 0	...	...	10 0	10 0	28 0	29 0	27 0	27 0	16 0	16 0	95 0	95 0	11 0	11 0
Muttra	18 0	18 0	29 0	29 0	7 8	7 0	11 0	13 8	29 0	31 0	23 0	24 0	...	...	8 0	8 0	34 0	34 0	28 0	31 0	30 0	31 0	120 0	120 0	10 8	11 8
Aligarh	18 0	18 0	27 0	28 0	5 4	5 0	9 0	9 0	27 0	27 0	22 0	20 0	...	...	16 0	16 0	32 0	32 0	30 0	28 0	30 0	28 0	140 0	140 0	11 8	11 8
Bulandshahr	20 4	20 4	30 0	28 0	6 0	6 0	10 0	10 4	30 0	29 0	23 0	23 0	...	...	12 0	12 0	30 4	32 0	30 0	29 0	19 8	20 0	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	14 8	14 12	21 0	21 0	10 4	10 2	14 8	15 0	22 0	22 0	...	...	...	...	...	...	22 4	22 4	21 0	21 0	22 0	22 0	115 0	115 0	11 0	11 0
Azamgarh	14 12	14 12	19 8	20 10	8 14	7 8	14 12	14 12	...	...	...	...	...	...	...	...	20 10	20 10	20 10	19 4	16 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	11 10	12 0	18 0	18 0	9 0	9 0	14 6	14 13	...	...	...	...	25 3	25 3	21 8	21 8	21 8	21 8	18 0	19 5	22 0	22 6	140 0	140 0	9 10	9 9
Basti	14 0	14 12	18 0	19 0	8 8	8 8	18 0‡	32 0‡	12 0	13 0	...	...	15 0	15 0	8 0	8 0	19 0	20 0	21 0	22 0	20 0	24 0	160 0	160 0	10 0	10 0
Sháhjahánpur	16 4	16 0	26 4	26 4	8 0	8 0	8 8	8 8	24 0	25 8	22 4	23 4	...	...	23 0	23 0	24 0	23 0	25 0	26 0	22 4	22 4	120 0	120 0	9 12	9 12
Budaun	17 0	16 4	24 8	23 0	7 0	7 0	14 0	14 0	24 8	24 0	20 8	20 0	...	...	10 0	10 0	25 8	24 0	27 0	27 0	23 0	22 0	144 0	144 0	10 0	10 0
Pilibhít	16 6	16 4	25 0	25 0	12 8	12 0	15 0	14 8	23 12	22 8	20 0	20 0	...	...	...	...	24 6	24 4	27 8	27 8	...	...	135 0	135 0	10 0	10 0

Bareilly	15 4	15 4	22 4	22 4	5 5	5 5	12 5	12 5	24 1	22 4	21 1	20 0	...	...	16 14	12 8	25 12	24 1	24 10	24	19 2	21 12	125 0	125 •	9 6	9 6
Moradabad	16 12	16 12	25 0	25 0	5 0	6 4	10 8	12 8	26 4	26 4	22 0	22 0	...	...	15 0	15 0	28 12	26 4	30 0	30 0	21 0	21 0	100 0	100 0	10 0	10 0
Naini Tal	12 0	12 0	20 0	20 0	4 0	4 0	9 0	9 0	30 0	31 4	21 4	22 8	...	...	22 8	22 0	17 8	17 8	30 0	30 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	11 0	15 4	15 4	9 4	9 4	9 12	9 12	...	...	...	...	19 0	19 0	25 0	25 0	14 12	14 12	...	...	10 0½	10 0½	160 0	160 0	7 8	7 8
Bijnor	18 4	18 0	30 6	29 4	11 2	9 0	11 4	11 4	24 12	22 8	22 8	21 6	...	...	...	...	27 0	25 5	...	23 10	18 0	18 0	135 0	135 0	10 4	10 2
Muzaffarnagar	21 0	20 6	32 0	31 14	5 8	5 8	11 0	11 0	26 6	26 6	23 1	23 2	...	...	...	6 9	29 1	28 9	26 6	26 6	13 3	13 3	132 0	132 0	11 0	11 0
Meerut	18 12	19 0	29 0	29 0	4 8	4 8	12 0	12 0	28 0	27 0	22 0	22 8	12 0	12 0	10 0	12 0	29 0	28 0	27 0	26 0	25 0	25 0	100 0	100 0	10 8	10 8
Saháranpur	20 0	20 0	33 0	30 0	5 0	5 0	9 8	10 0	30 0	30 0	26 0	24 0	30 0	30 0	16 0	20 0	30 0	30 0	30 0	31 0	10 0	16 0	120 0	100 0	10 0	10 0
Dehra Dún	18 0	18 0	28 0	28 0	9 8	9 12	10 0	10 4	25 0	22 0	24 0	24 0	25 0	23 0	...	...	27 0	26 8	25 0	26 0	24 0	23 0	160 0	160 0	10 0	10 0
Garhwál	14 0	14 0	15 0	15 0	7 0	7 0	10 0	10 12	...	...	...	...	16 0	22 0	27 0	27 0	9 0	9 0	...	...	7 0	7 0	160 0	160 0	5 10	5 10
Oudh—																										
Southern—																										
Partabgarh	16 0	15 8	22 0	20 0	10 0	10 0	14 4	14 4	20 8	20 0	20 0	19 8	...	...	...	...	22 0	21 0	...	...	16 0	16 0	140 0	140 0	10 0	10 0
Sultanpur	16 0	16 0	20 0	20 0	8 0	8 0	14 0	14 0	20 0	20 0	16 0	16 0	32 0	32 0	18 0	18 0	21 0	21 0	21 0	21 0	21 8	21 8	160 0	160 0	10 0	10 0
Rae-Bareli	17 0	17 0	20 0	20 8	8 0	8 0	14 0	14 0	22 0	22 0	22 0	22 0	22 8	22 8	20 0	19 0	23 0	24 0	20 0	21 8	22 8	24 0	220 0	240 0	10 8	10 8
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	14 0	23 0	23 0	23 0	23 0	...	...	16 0	9 0	24 0	23 0	24 0	24 0	15 0	15 0	160 0	160 0	10 0	10 0
Lucknow	18 0	15 4	24 12	23 4	6 0	6 0	14 0	13 8	24 0	24 0	22 8	22 8	...	...	...	24 8	22 0	28 0	23 0	24 0	22 8	22 8	110 0	100 0	10 8	10 0
Hardoi	18 0	18 0	26 0	26 0	7 0	7 0	14 0	20 0	24 0	...	26 0	28 0	...	...	...	30 0	27 0	29 0	32 0	32 0	16 0	16 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 5	16 6	24 0	24 0	10 11	10 2	14 12	15 8	22 10½	22 2½	21 13	21 13	...	...	13 8	13 8	24 0	24 0	22 13	22 13	23 5	23 2½	160 0	160 0	10 8	10 8
Barabanki	15 4	15 0	19 4	19 8	7 12	7 8	13 0	12 0	19 8	19 8	18 12	18 8	26 0	24 0	16 0	16 0	24 8	24 0	20 0	20 0	21 14	21 12	120 0	120 0	11 0	10 0
Gonda	15 10	16 8	20 0	20 0	12 0	12 0	14 8	14 14	20 0	20 0	18 0	18 0	...	...	10 0	10 0	23 0	24 2	22 10	24 3	24 8	24 8	200 0	200 0	10 0	10 2
Bahraich	15 0	15 0	24 0	24 0	10 8	10 8	14 0	14 0	26 0	26 0	22 0	22 0	35 0	35 0	11 0	11 0	24 0	24 0	24 0	24 0	26 0	26 0	160 0	160 0	10 8	10 8
Sítapur	17 0	18 0	27 0	28 8	10 0	10 0	12 0	12 0	24 0	24 0	24 0	24 0	...	...	25 0	25 0	29 0	29 0	...	26 0	24 0	24 0	140 0	140 0	10 0	10 0
Kheri	17 0	15 8	26 0	26 4	8 0	8 0	13 0	16 0	27 0	29 0	...	...	...	...	...	...	27 0	27 0	26 8	27 8	25 8	16 8	160 0	160 0	10 0	10 4
Rajputana—																										
Eastern—																										
Partábgarh	13 8	15 0	28 2	25 0	9 6	9 6	11 4	11 4	20 0	20 0	13 12	...	...	...	...	...	28 2	26 14	23 2	22 8	31 0	25 0	...	...	14 2	14 12
Bánswara	19 6	21 4	22 8	22 8	7 8	10 0	15 0	15 0	...	...	...	...	...	...	...	...	33 12	31 4	18 12	20 0	13 12	15 0	...	...	10 0	10 5
Meywar (Oodeypore)	12 8	12 1	34 6	34 6	9 12	8 15½	10 2	9 6	32 13	29 11	15 10	17 3	*Nil*	*Nil*	17 3	15 10	21 2	29 0	29 11	31 4	10 2	10 2½	160 0	160 0	8 15	8 3¼
Sirohee	14 8	14 0	25 0	25 0	5 8	5 8	8 0	6 0	...	...	14 0	16 0	...	...	...	...	21 0	21 0	21 0	22 0	...	...	160 0	160 0	11 8	11 8
Erinpura	15 10	15 10	27 1	27 1	...	...	7 0	7 0	22 0	22 0	17 4	17 4	...	...	...	...	27 0	27 0	...	...	...	...	160 0	160 0	11 6	11 12
Ajmere	15 13	15 13	30 0	30 0	5 0	5 0	8 5	8 5	32 0	32 0	22 1½	22 11	...	...	15 0	15 0	29 5	29 11	31 0	31 0	...	...	90 0	90 0	12 0	12 0
Abu	13 15	13 14	22 4	22 0	5 8	7 4	7 0	17 0	17 10	15 2	16 0	...	...	...	...	...	18 4	18 0	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	15 0	15 12	28 8	28 8	7 8	9 0	9 0	10 0	35 0	31 4	22 4	23 4	†	†	†	†	28 12	32 0	30 4	33 0	†	†	*	*	12 4	12 4
Boondee	13 0	14 8	37 8	37 8	8 0	8 8	8 8	35 0	37 8	...	...	20 0	...	...	...	...	31 0	41 4	42 0	45 0	...	...	160 0	160 0	9 8	8 12
Kotah	13 0	13 0	27 0	27 0	6 0	5 0	7 0	6 0	27 0	26 0	14 0	14 0	...	...	...	...	32 0	32 0	30 0	30 0	27 0	27 0	240 0	240 0	9 4	9 0
Jhallawar	14 7½	14 14½	21 14	21 14	7 5½	7 5½	10 10	10 14	24 2	24 2	14 0	14 11	...	...	14 6½	14 6½	28 14½	28 0	25 7	26 4	8 14	8 14	175 0	175 0	8 6	9 2½
Tonk	13 8	12 6	31 12	30 0	4 15	5 0	7 11	8 0	34 8	25 0	24 0	22 8	...	...	...	...	31 12	29 0	35 0	30 0	...	...	131 0	130 0	10 0	9 4
Jeypore	14 12	16 0	28 8	31 8	5 0	5 0	7 4	7 4	31 0	32 0	23 0	23 8	†	†	17 0	17 0	28-0 & 31 0	29 4 & 32 0	31 0	33 0	28 0	28 0	90 0	84 0	11 0	11 0
Kerowlee	17 8	18 12	28 12	31 4	9 11	10 0	10 0	11 4	30 0	31 4	25 10	25 0	...	...	18 12	18 12	32 8	32 8	...	...	37 8	37 8	200 0	200 0	10 2½	10 0
Dholpur	17 4	17 0	28 6½	29 0½	8 2½	8 2½	10 11	10 0	28 12	29 14	26 11½	26 8	...	...	16 5	16 7	28 6½	29 3	...	...	31 8	31 8	90 0	90 0	10 15½	10 15½
Bhurtpore	18 13	19 2½	30 1	29 12	5 2½	5 2½	5 5½	5 5½	32 1	32 12	23 8	23 0	...	...	11 12	11 12	34 1	34 0	30 0	31 0	25 0	25 0	120 0	120 0	10 6	11 0
Ulwur	19 9	19 2	35 10	34 11	6 10½	8 14½	8 14	8 14	35 15	36 14	25 11	26 4	...	...	16 0	16 0	37 10	35 6	37 0	37 0	30 10	30 10	120 0	*120 0	11 5	11 4
Deoli Cantonment	14 10	15 1	36 0§	36 11	4 0	4 0	7 0	7 0	37 0	36 11	29 0	30 0	...	...	...	...	29 8	30 0	...	...	...	...	190 0	190 0	11 8	11 0
Nusseerabad Cantonment	16 0	15 0	...	...	6 4	7 0	7 0	7 0	32 0	33 0	20 0	20 0	†	†	...	...	33 0	34 0	...	...	23 0	23 0	90 0	90 0	11 8	11 8
Hilly Tracts of Meywar	15 0	15 0	31 0	30 0	...	...	15 0	17 0	...	...	...	...	...	...	...	...	30 0	28 0	25 0	24 0	...	...	¶	‖	11 8	11 8
Bálmer	15 7	15 7	...	...	5 3	7 8	7 8	...	...	...	...	24 12	25 3	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	15 5	15 1	23 0	23 0	6 0	6 0	8 2	8 0	17 0	17 0	17 0	18 0	...	...	...	...	20 8	20 0	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	13 0	11 8	38 0	38 12	9 2	9 0	12 0	13 13	30 0	30 0	...	24 0	...	...	...	...	38 8	29 0	38 8	38 0	...	...	160 0	120 0	10 6	10 4
Western—																										
Jodhpore	14 2 and 15 10	15 0 and 16 4	27 8	26 4	6 4	6 4	7 8	7 8	22 8	25 0	18 12 and 21 4	18 2 and 21 14	...	...	...	...	26 9 and 27 3	25 10 and 26 9	19 6	18 2	11 4	11 4	...	...	12 8	12 8
Jeysulmere	14 0	14 6	...	...	6 12	6 12	10 0	10 0	25 0	25 0	22 0	22 0	...	...	...	...	16 0	15 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 8	12 13	...	...	3 0	3 0	6 8	6 8	...	...	20 1½	20 8	...	...	...	...	22 0	23 0	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	15 0	16 8	20 0	20 0	8 8	8 8	9 8	9 8	24 0	26 0	19 0	19 0	...	...	...	...	24 0	24 8	28 0	31 0	20 0	19 0	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	15 0	...	...	8 0	8 0	12 0	12 0	28 0	28 0	18 8	18 8	†	†	...	...	26 0	28 0	...	...	26 0	22 0	160 0	160 0	11 4	11 0
Goona	16 4	17 8	20 0	20 0	7 8	7 0	8 8	8 0	25 0	28 0	...	...	...	...	...	...	30 0	31 0	25 0	32 0	...	...	200 0	200 0	10 0	10 0
Gwalior	16 3½	17 2½	22 5	23 6	5 5	5 5	8 8	8 8	23 14½	24 15½	23 14½	23 10½	...	...	10 10	9 9	18 13½	19 10½	21 4	21 4	17 10½	17 12½	191 4	170 0	10 14½	10 14½

• Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Seven and half pies per bundle. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	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	24 0	22 0	50 0	50 0	...	...	12 0	12 0	37 0	38 0	30 0	31 0	†	†	†	†	46 0	45 0	†	†	†	†	100 0	100 0	11 0	10 0
Ferozepore	25 0	23 0	54 0	48 0	...	...	9 0	9 0	35 0	40 0	24 0	30 0	‡	‡	23 0	20 0	41 0	40 0	39 0	35 0	10 0	11 0	100 0	100 0	12 8	12 0
Montgomery	22 0	23 0	36 0	35 0	...	...	10 0	11 0	34 0	35 0	25 0	20 0	†	†	32 0	32 0	36 0	39 0	34 0	35 0	17 0	12 0	220 0	220 0	12 0	12 0
Central—																										
Gurgáon	22 0	21 0	36 0	36 0	...	...	10 0	9 0	34 0	34 0	26 0	26 0	†	†	†	†	34 0	34 0	24 0	24 0	25 0	25 0	120 0	120 0	10 0	10 0
Delhi	21 0	20 0	32 0	32 0	...	...	12 0	12 0	31 0	32 0	23 0	23 0	†	†	11 0	12 0	32 0	31 0	27 0	27 0	25 0	25 0	70 0	70 0	10 0	10 0
Rohtak	21 0	21 0	35 0	35 0	...	...	12 0	12 0	32 0	31 0	24 0	25 0	†	†	12 0	12 0	34 0	34 0	25 0	24 0	19 0	18 0	100 0	300 0	11 0	11 0
Karnál	21 0	21 0	30 0	30 0	...	...	10 0	10 0	30 0	30 0	25 0	25 0	30 0	30 0	16 0	16 0	34 0	33 0	30 0	30 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	23 0	22 0	39 0	36 0	...	...	11 0	11 0	39 0	32 0	23 0	21 0	‡	‡	24 0	24 0	37 0	34 0	39 0	32 0	11 0	11 0	80 0	80 0	12 0	12 0
Sub-montane—																										
Umballa	25 0	24 0	36 0	36 0	...	...	11 0	11 0	35 0	35 0	23 0	22 0	‡	‡	‡	8 0	35 0	34 0	40 0	37 0	‡	‡	120 0	130 0	12 12	12 12
Ludhiána	28 0	26 0	46 0	45 0	...	...	13 0	13 0	40 0	38 0	24 0	22 0	‡	‡	20 0	20 0	44 0	39 0	41 0	41 0	15 0	15 0	100 0	100 0	13 0	13 0
Jullundur	28 0	28 0	48 0	44 0	...	...	10 0	10 0	34 0	36 0	25 0	24 0	‡	‡	19 0	18 0	39 0	35 0	40 0	36 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	27 0	26 0	33 0	36 0	...	...	10 0	10 0	38 0	37 0	22 0	20 0	16 0	16 0	20 0	20 0	35 0	34 0	35 0	35 0	10 0	10 0	110 0	120 0	12 4	12 0
Gurdáspur	28 0	28 0	40 0	40 0	...	...	14 0	14 0	32 0	40 0	26 0	26 0	26 0	26 0	16 0	24 0	34 0	33 0	34 0	32 0	‡	‡	100 0	100 0	12 0	11 0
Amritsar	25 0	25 0	44 0	44 0	...	...	10 0	11 0	34 0	34 0	21 0	21 0	†	†	21 0	21 0	36 0	32 0	35 0	33 0	‡	‡	90 0	90 0	12 0	12 0
Hills—																										
Simla	20 0	20 0	27 0	22 0	...	...	8 0	9 0	19 0	19 0	15 0	14 0	19 0	19 0	12 0	12 0	22 0	23 0	24 0	24 0	10 0	10 0	90 0	90 0	9 8	9 8
Kángra	15 0	15 0	18 0	20 0	...	...	12 0	12 0	11 0	11 0	11 0	11 0	21 0	21 0	6 0	6 0	20 0	20 0	20 0	20 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	21 0	21 0	40 0	38 0	...	...	13 0	13 0	33 0	33 0	‡	‡	‡	‡	‡	‡	32 0	32 0	31 0	30 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	20 0	20 0	39 0	34 0	...	...	12 0	12 0	33 0	33 0	24 0	24 0	‡	‡	16 0	16 0	35 0	33 0	32 0	32 0	‡	‡	90 0	90 0	12 8	12 8
Gujrát	24 0	24 0	33 0	33 0	...	...	12 0	12 0	28 0	28 0	25 0	25 0	‡	‡	10 6	10 0	32 0	32 0	28 0	28 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	26 0	24 0	45 0	42 0	...	...	13 0	14 0	40 0	32 0	30 0	28 0	‡	‡	*	*	33 0	32 0	32 0	32 0	*	*	120 0	120 0	14 0	13 0
Ráwalpindi	23 0	23 0	35 0	33 0	...	...	8 0	8 0	30 0	32 0	26 0	26 0	‡	‡	20 0	20 0	34 0	34 0	29 0	28 0	*	†	70 0	70 0	13 8	13 8
Hazára	18 0	18 0	26 0	26 0	...	...	11 0	12 0	‡	‡	20 0	20 0	‡	‡	‡	‡	24 0	24 0	23 0	23 0	†	†	90 0	90 0	11 0	10 8
Pesháwar	19 0	19 0	34 0	31 0	...	...	9 0	9 0	28 0	27 0	22 0	21 0	‡	‡	18 0	17 0	29 0	28 0	28 0	20 0	29 0	28 0	95 0	87 0	45 0	45 0
Kohát	23 0	23 0	40 0	37 0	...	...	12 0	12 0	23 0	23 0	27 0	26 0	‡	‡	20 0	20 0	33 0	33 0	28 0	28 0	‡	‡	240 0	200 0	50 0	50 0
Western—																										
Sháhpur	28 0	28 0	40 0	40 0	...	...	9 0	9 0	30 0	34 0	36 0	32 0	24 0	24 0	24 0	24 0	42 0	40 0	24 0	24 0	†	†	160 0	160 0	13 0	13 0
Jhang	24 0	25 0	49 0	36 0	...	...	10 0	8 0	40 0	36 0	30 0	30 0	30 0	38 0	30 0	28 0	35 0	32 0	32 0	32 0	10 0	10 0	160 0	200 0	12 0	11 12
Mooltan	19 0	18 0	30 0	30 0	...	...	12 0	12 0	28 0	24 0	26 0	26 0	†	†	11 0	12 0	29 0	28 0	30 0	28 0	†	†	70 0	80 0	12 4	12 4
Bannu	29 0	27 0	54 0	49 0	...	...	12 0	11 0	40 0	40 0	38 0	31 0	7 0	7 0	7 0	6 0	53 0	52 0	40 0	38 0	14 0	15 0	90 0	96 0	50 0	50 0
D. I. Khan	28 0	27 0	50 0	45 0	...	...	9 0	8 0	39 0	39 0	33 0	34 0	‡	‡	4 0	4 0	43 0	43 0	18 0	16 0	14 0	14 0	120 0	120 0	42 0	42 0
Muzaffargarh	23 0	23 0	31 0	30 0	...	...	14 0	14 0	21 0	20 0	20 0	25 0	‡	‡	‡	‡	29 0	27 0	‡	‡	9 0	8 0	110 0	110 0	12 0	12 0
D. G. Khan	20 0	18 0	30 0	30 0	...	...	6 0	6 0	34 0	32 0	28 0	26 0	20 0	20 0	18 0	18 0	20 0	27 0	15 0	15 0	†	†	100 0	100 0	27 8	31 4
Sind and Baluchistan—																										
Karáchi	16 0	15 0	...	...	8 8	8 8	10 8	10 8	20 0	20 0	17 0	17 0	‡	‡	...	...	20 0	20 0	...	...	9 0 and 11 0	10 0 and 11 0	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	7 8	7 8	9 8	9 8	19 0	19 0	17 8	18 0	‡	‡	...	...	20 0	20 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	13 4	12 15	...	...	12 6	13 8	16 10	16 8	...	...	21 0	21 8	‡	‡	...	...	8 0	7 12	...	...	...	...	112 0	112 0	12 0	12 0
Sukkur (Shikárpur)	19 0	18 8	...	...	8 0	10 0	10 0	10 0	24 0	26 0	22 0	22 8	‡	‡	...	...	23 8	25 8	...	...	...	...	142 0	142 0	12 0	12 0
Upper Sind Frontier	16 0	17 0	...	...	8 0	8 0	9 0	9 0	23 0	26 0	21 0	22 8	‡	‡	...	...	24 0	25 8	...	...	...	...	100 0	213 0	10 0	10 0
Quetta	14 0	14 0	22 8	21 8	5 0	5 0	7 0	7 0	31 0	32 0	17 8	18 0	‡	‡	6 0	6 0	20 0	19 12	20 0	20 0	9 4	9 0	58 3 and 71 2	70 0	9 12	9 8
Bombay—																										
Konkan—																										
Karwar (Kánara)	8 5	8 5	...	...	10 2	10	12 2	12 2	15 3	15 3	13 2	13 2	18 0	18 0	...	...	11 9	11 9	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	9 7	9 7	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 14	15 14	14 2	14 2	...	...	14 9	14 9	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	7 3	7 3	10 13	10 13	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	99 9	12 12	12 12
Bombay	10 6	10 6	...	...	5 12	5 12	7 13	7 13	13 8	13 8	13 15	13 15	13 8	14 10	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	10 8	9 7
Tanna	12 12	12 12	...	...	9 5	9 5	10 3	10 3	*	*	15 5	15 5	*	*	...	...	15 1	15 1	...	...	*	*	89 10	89 10	12 4	12 4
Deccan—																										
Dharwar	13 3	12 5	...	...	10 6	10 6	11 5	11 5	21 2	22 0	22 8	22 8	*	*	...	...	16 8	14 13	...	...	19 8	18 10	100 0	88 14	10 14	10 8
Belgaum	16 3	14 3	...	...	9 11	10 12	10 8	11 9	20 12	20 12	20 8	21 7	24 0	24 0	...	...	17 0	16 0	...	...	16 10	18 11	86 15	89 2	11 0	10 3
Satara	12 5	11 9	...	...	8 14	8 14	10 14	10 2	16 9	15 14	16 0	15 5	*	*	...	...	15 1	15 1	...	...	15 14	14 9	114 0	114 0	12 10	11 15
Sholapur	13 1	13 1	...	...	8 2	8 2	11 11	11 11	20 9	17 0	19 11	17 14	*	*	...	...	19 13	18 0	...	...	18 4	18 4	85 5	80 0	11 10	11 10
Bijápur	14 3	14 5	...	...	6 15	6 15	11 6	11 6	21 0	20 9	21 2	21 2	...	...	...	...	18 13	17 2	...	...	19 15	...	86 0	80 0	12 5	12 12
Poona	12 13	12 13	...	...	9 11	9 11	10 13	10 13	18 13	17 10	16 2	16 2	14 13	14 13	...	...	16 11	17 4	...	...	22 1	22 1	86 14	86 14	12 6	11 13
Khandesh—																										
Ahmadnagar	14 8	14 8	...	...	9 9	8 13	12 1	10 9	20 10	22 0	16 1	16 1	*	*	...	...	19 7	20 13	...	...	20 10	22 2	91 7	97 1	12 6	12 6
Násik	16 7	16 7	...	...	9 9	9 9	11 10	11 10	...	...	14 13	16 4	18 6	18 6	...	...	18 7	18 7	...	...	...	...	116 6	116 6	12 0	12 0
Dhulia (Khandesh)	17 8	17 8	...	...	6 8	6 8	10 6	10 6	22 7	22 7	20 3	20 3	*	*	...	...	16 8	16 8	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	12 0	12 0	...	...	7 6	7 6	8 5	8 5	15 4	15 4	13 6	13 6	*	*	...	...	14 13	14 13	...	...	13 14	14 13	84 4	91 1	12 0	12 0
Broach	16 0	15 0	...	...	6 12	6 12	10 0	10 0	18 0	18 0	15 0	15 0	*	*	...	...	21 8	20 0	...	...	20 0	20 0	100 0	100 0	13 4	13 4
Kaira	13 0	13 8	...	...	9 0	9 0	14 0	14 0	19 0	20 0	16 0	16 0	20 0	20 0	...	...	22 0	19 0	...	...	*	*	106 11	106 11	13 0	12 0
Baroda (Camp)	10 0	10 0	...	...	7 0	6 8	9 0	9 0	15 0	16 0	14 0	14 8	*	*	...	...	15 0	15 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	14 0	14 0	...	...	11 0	10 0	12 0	11 0	27 0	26 0	18 8	18 0	27 8	27 8	...	...	22 8	22 8	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	14 0	14 0	...	...	10 0	10 0	12 0	12 0	20 0	20 0	18 0	18 0	22 8	22 8	...	...	22 8	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	14 8	14 8	...	...	8 0	9 0	10 0	9 8	20 0	20 0	17 0	17 0	*	...	...	...	21 0	21 0	...	...	*	...	140 0	140 0	11 0	11 0
Kattywar—																										
Rájkot	15 8	15 8	...	...	6 0	6 0	7 0	7 0	18 8	18 8	15 6	15 6	*	*	...	...	23 6	23 6	...	...	*	*	80 0	80 0	70 2	70 2
Central Provinces—																										
Western—																										
Nimar	16 0	17 1	...	...	6 12	6 12	12 7	12 7	24 13	24 13	...	...	...	...	...	...	20 10	20 10	...	...	13 7	13 7	100 0	100 0	11 5	11 5
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	21 0	21 0	21 0	21 0	...	...	...	...	24 0	24 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	17 10	16 6	...	...	8 1	8 1	11 14	11 14	28 13	26 15	...	...	...	...	...	...	30 13	28 12	...	...	17 4	17 4	160 0	180 0	9 8	9 8
Betúl	20 9	20 9	...	...	...	...	10 13	10 13	27 7	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	15 3	16 14	8 0	8 0	11 7	11 7	28 14	28 14	...	...	...	...	...	...	...	...	25 5	21 11	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Nágpur	18 12	18 12	10 0	10 0	12 8	12 8	22 3	22 3	...	...	...	...	...	...	...	...	22 8	20 0	...	...	12 8	12 8	125 0	125 0	10 0	10 4
Wardha	16 0	16 0	7 4	7 4	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	14 9	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	18 0	18 0	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	...	...	28 0	28 0	...	...	24 0	24 0	120 0	120 0	9 2	9 2
Saugor	14 9	15 7	9 13	9 13	11 1	11 1	25 15	25 15	...	...	...	...	...	...	...	...	22 8	22 8	...	...	19 12	19 12	160 0	160 0	9 2	9 2
Damoh	16 2	16 2	11 0	11 0	12 0	12 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	16 8	19 0	11 0	11 8	14 8	15 0	24 0	26 0	...	...	...	...	...	...	...	...	21 0	23 4	...	...	13 8	13 4	120 0	140 0	9 0	9 4
Baghalkhand (Sutna)	14 8	15 0	8 0	8 0	14 0	15 0	23 0	25 0	20 0	20 0	*	*	8 0	9 6	24 0	22 0	16 0	24 0	21 0	24 0	16 0	12 8	160 0	160 0	9 12	9 12
Mandla	21 0	21 0	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	...	...	24 0	25 0	...	...	13 0	13 0	200 0	200 0	8 0	8 8
Seoni	24 14	25 0	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	...	...	24 14	25 0	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	17 8	16 0	11 0	11 0	17 8	20 0	...	...	...	...	...	...	...	...	...	...	17 8	11 0	...	...	10 0	11 0	120 0	130 0	10 0	8 0
Bhandára	18 12	17 8	...	...	13 4	13 4	...	...	...	...	...	...	...	...	...	...	11 12	12 8	15 0	...	14 0	11 11	220 0	260 0	9 8	9 0
Chánda	17 10	16 0	...	...	14 10	12 13	17 12	15 5	...	...	...	...	...	...	...	...	18 7	13 14	...	...	14 0	11 11	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	24 10	26 10	12 5	12 5	18 0	18 0	...	...	...	...	...	...	...	...	...	...	20 2	16 12	...	...	12 0	12 0	120 0	120 0	8 0	8 0
Raipur	26 9	26 9	11 6	12 8	17 8	18 4	...	...	...	...	...	...	...	...	...	...	18 10	18 10	...	...	10 15	10 13	90 0	90 0	9 0	9 0
Sambalpur	21 0	21 0	12 4	12 4	16 11	16 11	...	...	...	...	...	...	...	...	...	...	18 0	18 0	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	15 0	14 0	...	...	7 0	7 0	10 0	10 0	20 0	21 0	17 0	17 0	...	...	...	...	20 0	19 0	...	...	13 0	13 0	182 0	182 0	10 0	9 0
Básim	13 5	12 10	...	...	7 0	6 10	9 10	9 5	19 0	18 5	15 0	14 8	...	...	...	...	14 0	13 5	...	...	12 5	12 5	77 0	78 0	8 10	8 10
Akola	13 0	13 0	...	...	8 0	8 0	10 0	10 0	21 0	21 0	17 0	16 0	...	...	...	...	19 0	16 0	...	...	12 0	12 0	96 0	87 0	11 12	11 0
Ellichpur	15 0	14 0	...	...	6 0	6 0	8 0	8 0	20 0	20 0	14 0	16 0	...	...	...	...	19 0	17 0	...	...	18 0	16 0	120 0	120 0	10 0	10 0
Amraoti	13 4	13 4	7 12	8 0	9 8	9 4	19 0	18 6	16 0	16 0	...	...	...	...	...	...	16 8	16 0	...	...	13 0	12 10	86 0	86 0	10 0	10 0
Wún	11 0	11 0	6 0	6 0	7 0	7 0	19 0	19 0	10 0	10 0	...	...	...	...	...	...	12 0	12 0	...	...	20 0	20 0	200 0	200 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	16 8	20 14	...	...	6 13	6 13	10 14	10 14	13 3	12 3	17 12	17 12	24 14	24 14	*	*	12 15	13 3	*	*	17 12	17 12	80 0	80 0	8 12	8 12
Boláram	11 1	11 14	...	...	7 0	7 0	10 8	11 11	14 0	14 0	*	...	...	...	*	*	13 13	13 10	*	*	*	...	116 14	116 14	9 4	9 0
Chadarghat	9 0	9 0	8 8	8 8	12 0	12 0	15 0	15 0	20 0	20 0	*	...	*	...	*	*	14 0	14 0	*	*	*	...	120 0	120 0	9 0	9 0

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1894—concluded.

QUANTITY 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, Cholam, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Aehar, or Thúr, Cadian Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	10 14	11 5	11 5	...	...	...	...	19 11	19 11	20 0	20 0	10 0	9 8	...	...	12 8	12 0	136 2	136 2	12 10	12 10
S. Canara	8 8	8 2	...	...	10 10	10 10	12 0	12 0	...	...	...	...	19 5	19 5	18 0	18 0	12 8	12 8	...	...	15 8	13 8	121 8	121 8	14 3	14 3
South, central—																										
Coimbatore	9 0	9 13	...	...	10 13	10 6	11 5	11 5	...	...	...	...	23 0	18 14	36 0	32 0	14 0	13 0	...	...	13 0	10 0	131 3	131 3	12 11	12 11
Nilgiris	7 13	7 13	...	...	7 10	7 10	8 13	8 13	...	...	...	...	16 10	16 10	...	...	11 0	9 8	...	...	8 0	6 0	274 3	274 3	11 0	11 0
Salem	7 8	7 11	...	...	9 13	9 13	11 13	11 13	...	...	...	...	21 6	20 8	...	...	13 0	13 0	...	...	19 0	16 0	145 13	145 13	13 8	13 8
Central—																										
Bellary	11 8	10 10	...	...	10 3	10 3	10 13	10 13	22 11	23 11	19 2	20 11	26 3	25 5	30 0	28 0	13 0	11 0	...	...	13 0	11 0	72 14	85 2	11 14	11 14
Anantapur	8 5	8 5	...	...	12 5	12 5	13 0	13 0	22 11	23 8	16 14	23 8	23 3	20 3	30 0	28 0	11 0	10 0	...	...	11 0	10 0	97 3	97 3	11 14	11 14
Cuddapah	9 3	9 10	...	...	9 14	9 8	11 10	11 10	16 10	16 10	19 10	19 10	*	*	...	...	11 0	10 0	...	...	11 0	10 0	140 0	140 0	12 3	12 3
Kurnool	9 8	9 8	...	...	10 11	10 11	11 6	11 6	22 14	24 11	20 10	20 10	*	*	...	...	11 0	10 0	...	...	11 0	10 0	170 2	170 2	11 11	11 11
East Coast, north—																										
Ganjam	*	*	...	...	10 11	10 11	11 10	11 10	*	*	*	*	21 10	21 10	25 0	24 0	16 0	16 0	...	...	12 8	12 0	86 8	86 8	10 2	10 2
Vizagapatam	12 0	12 0	...	...	8 14	8 14	10 3	10 3	21 10	21 10	23 13	23 13	22 3	22 3	23 0	21 0	16 0	16 0	...	...	15 8	13 8	97 3	97 3	11 11	11 11
Godavari	9 0	9 0	...	...	9 6	9 6	13 0	13 0	16 5	16 5	26 6	26 6	27 5	27 5	24 0	20 0	16 0	15 0	...	...	13 0	10 0	133 11	133 11	12 8	12 8
East Coast, central—																										
Kistna	7 8	8 8	...	...	11 11	11 8	12 6	12 2	14 11	14 3	*	*	26 13	25 0	30 0	28 0	13 0	11 0	...	...	13 0	11 0	140 14	140 14	13 3	13 3
Nellore	9 10	9 10	...	...	11 2	11 2	13 13	13 13	18 8	16 14	16 0	16 0	25 0	24 0	30 0	28 0	13 0	11 0	...	...	13 0	11 0	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	9 5	9 5	...	...	10 8	10 5	11 2	11 2	14 6	14 6	13 3	13 3	19 13	19 13	23 0	23 0	13 0	11 0	...	...	13 0	11 0	110 13	110 13	13 2	13 2
Chingleput	*	*	...	...	9 0	8 10	10 10	9 13	*	*	12 8	12 8	19 3	18 3	24 0	21 0	13 0	11 0	...	...	13 0	11 0	108 14	108 14	13 3	13 3
N. Arcot	6 13	7 2	...	...	10 5	9 11	11 5	11 5	18 3	17 5	14 14	14 14	21 6	18 6	24 0	20 0	13 0	11 0	...	...	13 0	11 0	100 13	100 13	12 5	12 5
S. Arcot	7 0	7 0	...	...	10 13	10 6	12 3	12 3	20 3	18 8	17 11	17 11	19 2	18 5	25 0	24 0	13 0	11 0	...	...	13 0	11 0	209 0	209 0	11 11	11 11
Tanjore	6 10	7 6	...	...	13 11	12 8	14 3	15 0	14 5	16 0	16 0	16 0	24 3	24 6	30 0	28 0	15 0	13 0	...	...	15 0	13 0	145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 10	...	...	9 11	9 11	10 14	10 3	17 3	17 3	21 10	18 6	21 10	23 10	28 0	25 0	13 0	11 0	...	...	13 0	11 0	143 0	143 0	13 0	13 0
Southern—																										
Tinnevelly	8 8	8 8	...	...	9 8	9 8	10 6	10 0	*	*	*	*	*	*	24 0	23 0	13 0	11 0	...	...	13 0	11 0	58 5	58 5	14 5	14 5
Madura	8 3	7 13	...	...	10 8	10 2	11 6	11 6	16 3	16 3	14 11	14 11	24 0	23 0	28 0	25 0	13 0	11 0	...	...	13 0	11 0	97 3	97 3	13 10	13 10
Mysore—																										
Mysore	9 0	8 8	9 0	8 8	8 0	8 0	10 12	11 0	25 0	24 0	16 0	16 0	23 0	23 0	28 0	25 0	13 0	11 0	...	...	13 0	11 0	96 0	96 0	10 0	10 0
Bangalore	10 6	10 5	9 0	9 0	9 5	7 8	8 3	8 0	23 0	21 0	16 0	...	24 12	23 0	28 0	25 0	13 0	11 0	...	...	13 0	11 0	90 0	96 0	10 0	10 0
Kolar	9 8	9 8	7 4	7 4	10 8	10 8	12 4	12 4	20 0	20 0	18 0	18 0	25 0	25 0	28 0	28 0	13 0	11 0	...	...	13 0	11 0	150 0	150 0	9 8	9 8
Tumkur	11 0	9 8	9 0	9 0	9 0	9 0	10 0	10 0	25 0	24 0	30 0	32 0	28 0	28 0	30 0	28 0	13 0	11 0	...	...	13 0	11 0	224 0	224 0	10 0	10 0
Hassan	...	...	8 8	8 8	10 0	10 0	10 8	10 8	...	...	...	...	30 0	28 0	30 0	28 0	13 0	11 0	...	...	13 0	11 0	200 0	200 0	8 8	8 8
Kadur	9 0	8 0	8 0	8 0	10 0	9 0	10 0	10 0	...	...	...	...	28 0	28 0	30 0	28 0	13 0	11 0	...	...	13 0	11 0	240 0	320 0	9 0	9 0
Shimoga	10 8	9 11	9 3	...	10 8	8 6	13 2	12 4	26 12	28 6	28 0	26 0	34 4	32 4	36 0	30 0	16 0	13 0	...	...	16 0	13 0	320 0	320 0	10 8	10 8
Chitaldroog	12 0	12 0	13 0	13 0	10 8	10 8	13 0	13 0	36 0	36 0	28 0	26 0	38 0	38 0	40 0	36 0	16 0	13 0	...	...	16 0	13 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	8 0	8 0	7 0	7 0	10 8	10 8	13 0	13 0	...	...	...	...	29 0	30 8	36 0	32 0	16 0	13 0	...	...	16 0	13 0	110 0	110 0	10 0	10 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	32 0	*	40 0	36 0	16 0	13 0	...	...	16 0	13 0	65 5	65 5	32 0	32 0

* Not sold.

J. F. FINLAY,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

FINANCIAL STATEMENT for 1894-95.

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FINANCIAL STATEMENT for 1894-95.

PART I.

GENERAL REVIEW.

PRELIMINARY.

In accordance with the Statutory Rules for the discussion of the Financial Statement of the Governor General in Council, I have caused a printed copy of the Financial Statement of 1894-95 to be delivered to each Member; and I proceed to submit to the Council the explanations I desire to offer with reference to it. Following the example set last year by Sir David Barbour, the prescribed Financial Statement will form the Second Part of the published compilation, and will set forth and explain in detail the various figures of the receipts and outgoings of the Government, being intended both for the information of the public, and as a permanent official record of the financial arrangements and prospects of the current and the approaching year. My accompanying explanation, which will form the first part of the compilation, is intended to give Honourable Members a more general view of the accounts and estimates, leaving fuller information regarding the details to be sought for in the more elaborate compilation, which has been printed and distributed in accordance with the rules.

2. I have so recently had occasion to lay before Honourable Members a review of our recent and present general financial position that I am to a certain extent discharged from the obligation to look on this occasion beyond the figures of the three years, the finance of which I have to explain, *viz.*, the past year, the current year and the coming year. I do not think that any Finance Minister has yet had the evil fortune to present figures which for all three years shew a deficit of Revenue, but I shall not waste the time of the Council in again going over the ground covered by the statement I laid before them three weeks ago, and bemoaning the adverse fate which a continually dwindling Rupee imposes upon us. I pass at once to the consideration of the accounts and estimates which it is my duty to explain.

ACCOUNTS, 1892-93.

3. The accounts of 1892-93, as finally made up, shew a deficit of Rx. 833,412, as compared with the deficit in the Revised Estimate of Rx. 1,081,900. The improvement, which amounts to Rx. 248,488, is composed of a number of small differences scattered over both the Revenue and Expenditure heads, none of which are large enough to require particular mention. In short, the Revised Estimate presented to the Council twelve months ago represented as accurately as an estimate could be expected to do the outturn of the year. The accounts were made up at an exchange a little less than 1*s.* 3*d.* per rupee; the total amount of Council Bills drawn during the year being £16,532,215 at the average rate of 1*s.* 2·985*d.*

4. The usual appropriation report, containing the Comptroller and Auditor General's review and comparison of the estimates and accounts of the year, was published in last week's *Gazette of India*, and with it the year's accounts are consigned to past history.

REVISED ESTIMATES, 1893-94.

+ 299,600
— 650,300
— 60,800
+ 487,500
Net — 76,000

5. As compared with the Revised Estimates for 1892-93, which we have seen were very accurately justified by the final figures, the Budget Estimate of 1893-94 provided under *Revenue* heads for better Land Revenue Rx. 299,600, worse Opium Revenue Rx. 650,300, worse Salt Revenue Rx. 60,800, better Railway Revenue Rx. 487,500, and a number of minor differences. In the aggregate the difference was a difference for the worse of Rx. 15,500.

6. The Revised Estimates of 1893-94 shew that we have had a very favourable Land Revenue year, even after taking into account the fact that Rx. 207,200 of the increase comes in, in Madras and Bombay, by deduction from, or charge to, other heads. The return is about 25⅓ crores, whereas we have never yet come up to 25, and is Rx. 335,100 in excess of Budget. But, on the other hand, the loss of Opium Revenue is by Rx. 621,800 greater than anticipated, and whereas the lowest figure recorded for many years has been Rx. 7,879,182, we this year estimate to receive only Rx. 6,694,400. The loss under Salt Revenue has been much greater than anticipated, being Rx. 241,600 as compared with Budget Estimates. On the other principal Revenue heads taken together there has been a gain as compared with Budget of Rx. 252,000. Railways have done extremely well during the year, the Revenue being taken at Rx. 654,800 better than Budget, and more than a crore better than last year.

+ 335,100
— 621,800
— 241,600
+ 252,000
+ 654,800
Net + 378,500

7. These differences and a number of minor ones give us a net improvement of Rx. 423,800 upon the Budget Estimates on the Revenue side,* of which Rx. 104,900 goes to Provincial account, leaving Rx. 318,900 for Imperial.

1,595,100
— 318,900
1,276,200

8. The Budget Estimates of the year were for a deficit of Rx. 1,595,100 upon the year's account. With the improvement of Revenue which I have noticed, our Expenditure if kept within estimate would have brought out at the end of the year a deficit of only Rx. 1,276,200. Our deficit, however, stands at Rx. 1,792,800, or Rx. 516,600 greater than this figure. And indeed, as a short opium crop has saved us Rx. 370,100 on our estimated opium payments, I have really to explain Rx. 886,700 of excess of Expenditure over Estimate in 1893-94.

159,500
151,500
318,300
629,300
— 89,000
540,300

9. The only heads of *Imperial Expenditure in India* which shew any noteworthy excess of Expenditure over Estimate are Interest on Debt (Rx. 159,500), Working Expenses of State Railways (Rx. 151,500), and the Army Expenditure (Rx. 318,300). The excess under the first represents for the most part the discount on the Loan raised in August, which amounted to Rx. 133,000. The excess Expenditure under the second arises in connection with the larger traffic already referred to. Of the Army Expenditure Rx. 263,500 is due to Exchange Compensation Allowances: there has also been expenditure in excess of the Budget Grants of Rx. 21,500 for certain special military and political operations, of Rx. 48,100 for special expenditure in connection with the Gilgit Agency, and Rx. 26,700 for special purchases of horses and mules: on the other hand, savings are anticipated from some of the Budget Grants.

We have saved Rx. 89,000 by short Expenditure upon Special Defences.

10. The items I have mentioned account for excess Imperial Expenditure in India of Rx. 540,300. The smaller differences result in a net saving of Rx. 26,600 and the real excess in the total figures, after allowing for Opium, is Rx. 513,700. So that we have saved more than enough, in minor differences over the rest of the account, to pay for the Exchange Compensation Allowances to non-military officers. These were not included in the Budget, but are estimated at Rx. 137,800 under the non-military heads.

* I neglect for present purposes the fact that about Rx. 30,000 of this is due to the operation in 1893-94 of the New Tariff Act.

104,100
27,300
—66,000
Net . 65,400

11. The *sterling expenditure* account compared with Budget Estimate shews £104,100 excess payments under Interest; excess marine charges £27,300; short charges for special defence works £66,000, giving, with a few smaller differences, a net excess of £65,800.

12. The *exchange* upon the expenditure was estimated, at 1*s.* 2⅝*d.*, to cost Rx. 9,935,900; it is now estimated at Rx. 307,200 more.

13. Adding together these items, the deterioration which I have explained on the expenditure side amounts to the figure above stated, namely—

	Rx.
Imperial Expenditure in India	513,700
Sterling Expenditure	65,800
Exchange	307,200
TOTAL	886,700

and leaves the year's account in deficit by Rx. 1,792,800.

14. I ought to mention as a matter of some public interest in connexion with the estimates of 1893-94, that the Royal Commission on Opium is expected to cost in India about Rx. 20,000, and in England about £1,500; of these amounts, half will be charged to Indian Revenues. The smallness of the expenditure is for the most part due to the fact that the Commissioners (except the one who was placed on the Commission as an officer of the Government of India) neither required nor received any remuneration for their services, being determined that their laborious task should cost as little as possible to the people of India.

BUDGET ESTIMATES, 1894-95.

15. In explaining the Budget Estimates for 1894-95 I ask the Council first to go back to my statement that the Revenue in the Revised Estimates of 1893-94 falls short of the Budgetted Expenditure of that year by Rx. 1,276,200. Our revenue of the coming year is largely estimated upon the basis of the Revised Estimates of the current year, and I propose first to shew, as compared with those Revised Estimates, what additional Revenue under the same heads we may expect to come into our account during the year 1894-95.

+211,300
+283,000
—300,800
—1,600
Net . +191,900

16. First, under the principal *Revenue* heads, the Estimates of Land Revenue show an increase of Rx. 211,300 upon the high figures of 1893-94; and Salt will, we hope, recover from its backward position of the current year, and bring us in an addition of Rx. 283,000. Under both these heads in fact we have some reason to think that certain short collections of February and March 1894 will come into the accounts of April or May, that is of 1894-95. On the other hand, we do not think it safe to take Opium at even the figure of 1893-94; our realisations are necessarily affected by the adverse exchange arising out of the low price of silver, and we estimate a falling-off of Rx. 300,800. The remaining principal heads show some increases and some decreases, but on the net account a decrease of Rx. 1,600, giving for this section of the accounts a net increase of Rx. 191,900. To this we have to add the estimated increase in Railways of Rx. 201,900 and in Irrigation of Rx. 144,200; but, on the other hand, we lose Rx. 160,400 under Mint Receipts (by reason of discontinuance of coinage). The net amount of all these is an increase of Rx. 377,600, which, by a number of minor differences under other heads, becomes Rx. 395,400. Of this total amount of increase of our revenues, Rx. 240,300 belongs to the Provincial account, and Rx. 155,100 to Imperial. In respect of Revenue, therefore, we expect on the Imperial account to be better off in the approaching year by only Rx. 155,100, as compared with the Revised Estimates of 1893-94; and the result therefore is that if we had on

+191,900
+201,900
+144,200
—160,400
+377,600

our expenditure side merely to meet the same Imperial expenditure that was provided for in the Budget of last year, we would be, with the revenue we anticipate, in deficit by Rx. 1,276,200, less Rx. 155,100, or Rx. 1,121,100.

17. The deficit we will actually have to meet will be this amount *plus* any amount by which the expenditure for which we have to provide in the coming year exceeds that of the Budget Estimates of 1893-94. To find what this addition will be, take first the estimate of *Imperial expenditure in India*. The figures stand as follows:—

	Budget, 1893-94.	Budget, 1894-95.	Increase or Decrease.
	Rx.	Rx.	Rx.
Direct charges on Revenue	4,614,200	4,662,300	48,100
Interest	55,400	−113,400	−168,800
Post Office, etc.	2,081,400	2,073,200	−8,200
Civil Departments	3,134,500	3,240,100	105,600
Miscellaneous	688,400	700,000	11,600
Famine	1,119,300	1,121,200	1,900
Railway Revenue Account	11,597,400	12,061,100	463,700
Irrigation	1,349,300	1,373,200	23,900
Buildings and Roads	1,878,500	1,507,800	−370,700
Army	15,693,500	16,169,200	475,700
Special Defence	252,300	113,500	−138,800
TOTAL	42,464,200	42,908,200	+444,000

463,700
−168,800
294,900
28,500
139,800
41,600
−26,900
−77,400
Net 105,600

18. The increases and decreases in this statement, which are less than Rx. 50,000, require no remark; they may be described as ordinary variations. The decrease under Interest merely means the transfer of more interest to the Railway Revenue account, the net increase under these two heads, Rx. 294,900, representing the additional working expenses and surplus-profits payments arising in connection with the larger traffic. Under Civil Departments we have a net increase of Rx. 105,600, of which the principal items are Rx. 28,500 under Administration (mostly Exchange Compensation allowance), Rx. 139,800 under Political (additional subsidy to the Amir Rx. 60,000, probable expenditure of demarcation under the treaty Rx. 50,000, Exchange Compensation Rx. 23,400); other increases Rx. 41,600 mostly due to the Exchange Compensation; savings in Police Rx. 26,900 (chiefly in Upper Burma); and savings under Marine Rx. 77,400 (mostly counterbalanced by short receipts).

19. The decrease of Rx. 370,700 under Buildings and Roads is due to economies forced upon us by our present financial condition. We have saved Rx. 194,200 by reducing the grant for Military Works, and Rx. 176,500 by cutting out practically every new work upon the Civil side (under India, General, and in Upper Burma) to which we are not absolutely committed.

20. The Army expenditure shows, as compared with the estimates presented last year, an increase of Rx. 475,700. Of this amount, the variations in pay and allowances which depend upon Exchange, alone account for Rx. 390,100.

For apart from the question of Exchange Compensation, the pay of the British Soldier is fixed in sterling, and the Rupee payment depends upon the rate of exchange annually fixed for the adjustment of transactions with the English Treasury. That rate was for 1894-95 fixed, as usual, upon the basis of the rates actually current in December last (namely $15\frac{1}{4}d.$); but owing to the peculiar circumstances of the year, the rate has been declared "subject to

revision hereafter, should it be deemed necessary, in consequence of the actual rate varying greatly from the official rate for any considerable length of time."

The balance of the excess, or Rx. 85,600, is composed of several items, of which a fuller account is given in the second part of this statement.

21. The *English expenditure* for which we have to provide is, on the whole account, £13,500 less than that of last year. We have an increase on account of interest of £288,500, owing chiefly to the temporary borrowings of which I shall have presently to give an account; on the other hand, there are savings of £33,300 on the Marine charges (as last year's estimates contained some special construction charges); of £12,600 under Territorial Pensions (due to the death of Maharaja Dhulip Singh); of £69,700 under Army charges (a balance between a large saving in Military stores and an increase in non-effective charges); and of £152,100 under Special Defence Works, the expenditure on which is coming to an end.

	£
	+ 288,500
	− 33,300
	− 12,600
	− 69,700
	−152,100
	− 34,300
TOTAL	−302,000
NET	−13,500

The other differences are small, and involve a net decrease of £34,300.

22. The *Exchange* upon our expenditure was in last year's Budget taken at $14\frac{3}{4}d.$, and came to Rx. 9,935,900. This year we take $14d.$ as our rate, and the Exchange comes to Rx. 11,307,400, so that we have an excess expenditure to provide for of Rx. 1,371,500.

23. Now, bringing all these increases of expenditure together, we have, as compared with Budget Expenditure of 1893-94—

	Rx.
In India—Imperial account—increase	444,000
In England, decrease	−13,500
For Exchange, increase	1,371,500
NET INCREASE	1,802,000

24. I have shown that our estimated revenue of 1894-95 falls short of the Budget expenditure of 1893-94 by Rx. 1,121,100; it therefore falls short of our budgetted expenditure of 1894-95 (so far as we have gone) by Rx. 2,923,100.

The difference between this and the 3½ crores I gave in my Statement of March 1st, is mainly in the reductions we have effected, chiefly under Buildings and Roads, both Military and Civil, in order to meet the shortness of our means.

SPECIAL MEASURES TO MEET THE DEFICIT.

25. This amount then, Rx. 2,923,100, is the deficit which we have to take special measures to meet. The first of these special measures is the re-imposition of Import Duties for which the Council passed a Bill on March 10th. The annual revenue to be obtained by that measure I then stated at Rx. 1,400,000, but the measure was modified in Select Committee by the reduction of the first-proposed duties on iron and steel, and I now put down the revenue at Rx. 1,350,000. I make a deduction of a little over ten per cent. for short collections the first year, and the actual figures passed into the estimates on account of the duties are—

	Rx.
Revenue (after deduction of Refunds)	1,200,000
Establishment	60,000
Net Produce	1,140,000

26. The next measure is that we are obliged to suspend the famine grant for

the time. This is, as has been often explained, the grant of surplus revenue to the construction of Protective Railways and Irrigation Works. Part of the original Rx. 1,500,000 is already pledged, that is, it is used to meet the loss to Government on its contracts in respect of the Bengal-Nagpur and Indian Midland Railways. That loss, in the coming year, is estimated at Rx. 368,800, and there is also an estimate of Rx. 10,000 for actual famine charges; so that of the whole grant only Rx. 1,121,200 is capable of being resumed, or rather withheld. We have deemed it expedient to allow Rx. 45,000 on account of certain Irrigation works, to remain charged against this head, but the remaining Rx. 1,076,200 will remain unspent in 1894-95. The principal Railway work which is being charged to this head at present is the East Coast Railway. And, as this work is classed also as a Productive work, a considerable grant has been given to it, under the head of Expenditure not charged against Revenue, so that this particular work will not very greatly suffer by the suspension of the grant. But this only means that the effect of the reduction is passed on to other Railway projects.

27. One other measure we have been obliged to take, namely, to call on Provincial Governments for contributions to our aid, in other words to force upon them severe economies, and appropriate the results to the benefit of our own account. The Government of India were most unwilling to have recourse to a measure which practically means the stoppage for the time of all administrative improvement, a measure which they feel must take all the heart out of Provincial Governments, by making them surrender all the fruits of careful administration, to fill the yawning gulf of our sterling payments. But as the Government of India said in addressing its demand to them, "the imperious necessity for imposing new taxation obliges the Government of India first to exhaust all available methods of increasing their resources; and this necessity is the only justification they can put forward for so soon making a practical revision of 'contracts' made only two years ago, and calling in balances which the Local Governments might legitimately claim as pledged to them for the purpose of administrative improvement."

28. The Government of India wish to acknowledge the readiness with which this demand has been met. The demand was issued on March 1st; it had been complied with by March 12th. Though not very large in amount, except in one case (that of Lower Burma), the demand comes so closely after the adjustment of assigned revenue to assigned expenditure, that it means in every case the adoption of active measures to restrict expenditure; and it must be remembered also that it comes after the Local Governments have already had, in the Exchange Compensation allowances, to meet new expenditure over and above their assignments.

29. The total amounts obtained from the Local Governments come to Rx. 405,000, their balances being, in nearly every case, reduced by the demand to the minimum prescribed by the Secretary of State.

30. By these three measures the deficit in our account is reduced by Rx. 2,621,200, namely:—

	Rx.
New Import Duties, net produce	1,140,000
Suspension of Famine Grant	1,076,200
Contributions from Local Governments	405,000
	2,621,200

from Rx. 2,923,100 to Rx. 301,900, at which figure it stands in the final statements.

31. I have already in my statement made in this place on March 10th given a full account of the reasons which have led to the Government accepting this deficit for the year 1894-95. I shall not weary the Council by a repetition of a subject then very elaborately discussed.

CLOSING OF THE MINTS.

32. The central fact of the Financial History of the year was the closing of the Mints on 26th June last. When the last Budget Estimates were presented to this Council, the Government of India were waiting for the Report of the Committee assembled under Lord Herschell's Presidency, to whom had been committed the examination of the Currency proposals of the Government of India. The Committee reported under date May 31st. Their recommendation was as follows:—

"It remains for us to state the conclusions at which we have arrived. While conscious of the gravity of the suggestion, we cannot, in view of the serious evils with which the Government of India may at any time be confronted if matters are left as they are, advise Your Lordship to overrule the proposals for the closing of the Mints and the adoption of a gold standard which that Government, with their responsibility and deep interest in the success of the measures suggested, have submitted to you.

But we consider that the following modifications of these proposals are advisable. The closing of the Mints against the free coinage of silver should be accompanied by an announcement that, though closed to the public, they will be used by Government for the coinage of rupees in exchange for gold at a ratio to be then fixed, say 1*s.* 4*d.* per rupee; and that at the Government treasuries gold will be received in satisfaction of public dues at the same ratio."

33. The Government of India having considered the Report, telegraphed to the Secretary of State on June 15th, proposing to take immediate action on this decision; the Secretary of State's consent was given on June 20th, and the necessary legislation was carried through on June 26th.

34. It was, of course, expected that the value of silver would be immediately affected by this change. It stood at about 38*d.* till June 25th, and then in four days it fell to 30¼*d.* In July it recovered in the first week to 34*d.*, but settled afterwards at about 32½*d.* In August and September it stood at about 34*d.* but it fell during October, and its price from then till the middle of January stood at about 32*d.* After this, a renewed fall set in, and in the first week of March the price was quoted at 27*d.*; at that price the metallic value of the rupee is about ten pence farthing.

35. Meantime, Silver legislation was taking place in the United States of America. Congress met on August 7th, and a Bill for the repeal of the silver purchase clause of the Law of 1890 was speedily introduced and was passed on August 28th by an unexpected majority. The Bill remained under discussion in the Senate from August 28th till October 30th, when it was passed after a strong opposition. It received the President's signature on November 1st. But it will be seen from my statement of the history of the price of silver that the legislation of the United States was practically a foregone conclusion. Its effect had been discounted, and the final passing of the law produced but little change in the price. The doubtful element in the case was the Indian legislation, and when that legislation became an accomplished fact, the price of silver immediately assumed a lower level.

36. During the months succeeding the closing of the Mints the price was favourably affected by a strong demand from India. The amounts imported into India during these months were Rx. 2,019,100, Rx. 781,400, Rx. 858,400, Rx. 1,127,400, Rx. 450,400, Rx. 926,600, Rx. 1,658,400, and in February Rx. 1,167,800. Total Rx. 8,989,500.

37. We have naturally been very much interested in the question what became in this country of these large imports of silver, but our enquiries have satisfied us that there has really been a very large demand for it for private use and possibly also for hoarding. The divorce between the value of coined and of uncoined silver brought about a state of things utterly unknown in Indian history—in the experience at least of any of the present generation—*viz.*, that uncoined silver could be sold at a profit for considerably less than its weight in coined silver. Silver dealers rushed in to make a profit out of the inability of the ordinary Indian to understand that it was not necessarily a profitable transaction to buy a tola of rupee-silver for fifteen annas. The question was violently agitated of imposing a silver import duty, so as to prevent a demand for silver that threatened to annihilate, by its own force, that balance of trade which had hitherto required settlement by Council Bills. But it was recognized that this demand for silver would have to be exhausted before our new Currency policy could have a fair chance, and it was determined to leave it to the operation of natural causes. The announcement was made upon January 18th that no duty would be placed on imported silver in aid of the Currency policy.

38. A certain amount of this silver, but not, so far as we can find, a very large amount, passed into Native States for use in coinage. It was easy to foresee that, by the closing of our Mints, our rupees would be appreciated with reference to the silver coinage of Native States, especially if measures were not adopted in these States to restrict their coinage in a corresponding measure. We advised the various Durbars to watch the current rate of exchange between their rupees and the Government rupee, and most of them stopped coinage very shortly after we had done it. The Native States are not, however, so favourably situated as we are, with reference to the maintenance of an appreciated coinage; for their rupees can, in most cases, be manufactured without elaborate machinery, and so far as we know (though we have not yet full information on the point), the local systems of currency are in very few cases strictly limited, like our own, to coin issued by the State in which it is current. We are, however, continuing to watch the effect of our policy upon the coin of Native States, and to advise them, from time to time, as to the economic effect of measures taken by ourselves or intended by them.

39. This excessive import of silver was not the only obstacle which our Currency measures had to meet with. We had been obliged, for reasons for which we were not responsible, to initiate these measures at the most unfavourable time of the year, namely, the beginning of the slack season—that is, the season when our exports are smallest; and the refusal of the Secretary of State to issue his Bills under $15\frac{1}{4}d.$ brought other importers into competition besides the importers of silver, and the balance of trade on the whole actually turned against India for a time. I think it is now recognized that the policy of refusing to issue Bills was a mistaken policy, and that it would have been better to issue Bills moderately so as to meet the demands on the Home Treasury. But the circumstances we had created were altogether new, and both officials and merchants and bankers had all to learn, by actual experience, what new economic forces had been called into existence, and how they affected the question of the appreciation of the rupee. The Secretary of State announced, on January 20th, his abandonment of his attempt to maintain a forced value for his Bills, and since then the course of commerce has given us ground for expecting that we shall be able to maintain the rupee at a value considerably above its metallic value, though not as yet approaching the limit at which there is any chance of its functions as a Currency beginning to be replaced by gold.

40. The first considerable issue of Council Bills was on 31st January, when a rate of $14\frac{3}{8}d.$ was obtained. The rate fell, till on the 26th February it stood at $13\frac{1}{2}d.$, but it has since then recovered to about $14d.$

41. The question of the future value of silver is so doubtful that I hesitate to express any opinion regarding it. We are told that it has now touched bottom, but we have been told that very often, in past times, and yet it has sunk lower. I do not agree with those who think that if we were to open our Mints, we would benefit by enhancing the value of silver. It should be remembered that we can enhance that value only by actually absorbing a considerable share of the world's produce of the metal. But the absorption and coinage of a large amount of silver is an effect that can only follow, and be concomitant with, a fall in the value of the rupee. It is, in fact, economically, the effort of the Currency of the country to adapt itself, by increase in volume, to its decrease in value. In other words, if the opening of our Mints is to enhance the value of silver, it can do so only by a process which involves the depreciation of the value of the rupee; and therefore, as it seems to me, no enhancement of the value of silver, brought about by our opening our Mints, can be of any advantage to us.

42. I think that even those who do not believe in the ultimate success of our currency legislation, must at all events admit that we have, by its means, escaped an immediate disaster; and those who believe that the only way of issue from the difficulty lies through bimetallism, will admit that they are several steps nearer its realization when the rest of the world has ceased to rely on India's consent to bear the main portion of the burden of silver-depreciation.

SECRETARY OF STATE'S OPERATIONS.

43. By the circumstances to which I have alluded, the sale of Council Bills was practically in suspense from July 1893 to January 1894, inclusive. The Secretary of State had estimated to raise £18,700,000 by Bills, of which £1,189,200 was the estimated amount of net payments to Railway Companies, the remainder representing the current requirements of the year. During the first three months of the year he issued Bills for £5,722,799, an unusually large amount, which raised his sterling balance on June 30th to £4,173,925; but from that date till the end of January the amounts received were, in each of the seven months, £51,750, £78,250, £6,672, £4,791, £609,544 (in November), £20,937, £90,658, giving a total of only £862,602.

44. During this period, therefore, the Secretary of State had to carry on his transactions by borrowing. The high balance of June 30th carried him over July and August, and besides this balance he had at that time over £400,000 in hand on account of a borrowing and repaying transaction provided for in the Budget Estimates. He had estimated to raise £1,300,000 of 3 per cent. stock to pay off Railway debentures, and though he raised most of this amount in July, the repayments were not complete till October. His cash balance, however, was very low in the end of August, namely, £460,903. In September he issued $3\frac{1}{4}$ per cent. debentures for £1,386,000, and borrowed temporarily £500,000; and the net temporary borrowings in subsequent months were—October £1,500,000, November £750,000, December £750,000, January £2,750,000, giving a total of £6,250,000.

£25,000 of this came into October.

45. The figures as made up on actual accounts till the end of January, and estimates received from the Secretary of State for the two last months give us—

	Till January: Accounts.	February and March Accounts and Estimates.	Total for year.
Funds raised by Permanent Debt .	1,386,000	...	1,386,000
Council Bills	6,585,400	2,814,600	9,400,000
Temporary Borrowing (net) . .	6,250,000	−250,000	6,000,000
	14,221,400	2,564,600	16,786,000

It will be seen therefore that the Estimate of Council Bills now made falls short by £9,300,000 of the Estimate of last March, and that this amount has been made up by permanent debt £1,386,000, temporary debt £6,000,000, a reduction in the cash balance of £1,013,000: total £8,399,000; besides reductions in the payments to Railway Companies and on account of remittances.

46. We have *per contra* an enormous accumulation of silver in our Treasury Balances in this country. The £8,399,000 of debt incurred, and cash balance reduced, during the year are represented, at an exchange of 15*d.*, by Rx. 13,438,400 in this country, and our cash balances in India being practically increased by this amount, stand at the close of January, February, and March at the unprecedented figures of Rx. 23,802,200, Rx. 25,016,500 and Rx. 26,251,800 (estimated).

47. Next year, it will be seen that it is not the present intention of the Secretary of State to draw Bills on our accumulations of silver in order to pay off his temporary debt. He proposes to borrow £8,300,000, of which £6,000,000 will be used to discharge the temporary obligations outstanding at the end of the current year; and the rest is required for his ordinary transactions. The amount for which he proposes to draw, £17,000,000, is only the expenditure of the year, with the addition of the Capital outlay on account of State Railways, and a portion of his remittance payments. It must, as usual, be understood that these figures are given with reservation of entire liberty to the Secretary of State to vary his borrowings and his drawings as he may find occasion.

LOANS IN INDIA.

48. In the Budget Estimates of 1893-94 we proposed to raise a loan of Rx. 3,000,000. On July 14th, while we were still in ignorance of the approaching failure of Council Bills, a notification was issued calling for tenders for Rx. 3,500,000 at 3½ per cent., and at the same time notice was issued for the discharge of such part of the 4½ per cent. loans of 1878 and 1879 (excluding the 7 shillings per cent. portion) as still remained unconverted, under previous notifications, into four per cents. The loan was raised at an average of Rs. 96-3-2½ per cent., producing Rx. 3,366,130, against a nominal value of Rx. 3,499,100 (as Rx. 900 remained unissued). Of the 4½ per cent loan we estimate to have paid off Rx. 1,100,000 during the current year, leaving Rx. 241,447 undischarged. The three-and-a-half per cents. are now above par.

49. It is hardly necessary to say that with our huge silver balances, we have no intention of raising a loan in India during the year for which estimates are now being presented.

CONCLUSION.

50. Such then is our programme for the approaching year,—a programme of retrenchment and of vigilance, intended to tide us over what I have called a transition period. The means which we have adopted in our Budget Estimates of nearly balancing our Revenue and Expenditure, are means which will hardly be available a second time. It is at some risk that we suspend even for one year the provision of a crore or a crore and a half which we shall certainly require if a famine season comes upon us: we cannot call our financial position safe till we find ourselves again with that crore to the good. The forty lakhs also which we obtain from the Provincial Governments exhausts for the time that source of relief from temporary difficulties. A year hence, as I said a fortnight ago, we shall certainly have to reconsider our position, and we hope by that time to have a much more definite knowledge of the conditions upon which our future financial position rests.

PART II.

DETAILS OF ACCOUNTS AND ESTIMATES.

Section I.—Accounts of 1892-93.

51. The Revised Estimates for the year 1892-93 showed a deficit of Rx. 1,081,900. As anticipated by Sir D. Barbour in paragraph 18 of the Financial Statement of March last, I am now able to state that the actual deficit is somewhat less. The final Accounts have been closed with a deficit of Rx. 833,412.

52. Explanations of the variations under the several heads of the Account figures from those of the Budget and Revised Estimates will be found in the Appropriation Report published in the *Gazette of India* of the 17th Instant. The following statement contains a general comparison of the Revised Estimates with the Accounts of the year:—

		Revised Estimate.	Accounts.	Accounts, better.	Accounts, worse.
REVENUE.					
India	Rx.	89,683,000	89,819,707	136,707	...
England	£	211,400	220,233	8,833	...
Exchange	Rx.	120,800	132,498	5,698	...
TOTAL	Rx.	90,021,200	90,172,438	151,238	...
EXPENDITURE.					
India—					
Imperial, Provincial, and Local	Rx.	64,965,100	65,021,394	...	56,294
Adjustment of Provincial and Local Surplus or Deficit	Rx.	—363,800	—177,359	...	186,441
NET	Rx.	64,601,300	64,844,035	...	242,735
England	£	16,563,600	16,334,541	229,059	...
Exchange	Rx.	9,938,200	9,827,274	110,920	...
TOTAL	Rx.	91,103,100	91,005,850	97,250	...
Deficit	Rx.	1,081,900	833,412	248,488	...

1892-93. General Results.

53. The total Revenue and total Expenditure in India were higher than taken in the Revised Estimate by Rx. 136,707 and Rx. 56,294, respectively, giving a net improvement of Rx. 80,413. The distribution of these variations between Provincial and Imperial was as follows:—The Imperial Revenue fell short of the Revised Estimate by Rx. 19,678, and the Imperial Expenditure exceeded the Revised Estimate by Rx. 86,350, while the Provincial and Local Revenue exceeded the Revised Estimate by Rx. 156,385, and the Provincial and Local Expenditure fell short of the Revised Estimate by Rx. 30,056. Consequently there was an improvement in the Provincial and Local Section of the Accounts of Rx. 186,441, and a deterioration in the Imperial Section of Rx. 106,028.

In England there was a reduction in Expenditure, including Exchange, of Rx. 339,985, and an increase of Revenue of Rx. 14,531; these together yield

an improvement in England of Rx. 354,516. Deducting from the last figure Rx. 106,028, the amount of the deterioration in the Imperial Section of the Accounts in India, we arrive at the net amount of Rx. 248,488, by which the deficit of the Accounts fell short of that estimated in March last.

1892-93. Revenue in India.

54. The larger part of the increase in Revenue in India occurred under the Principal Heads of Revenue, Rx. 130,375. The Army Receipts were also under-estimated by Rx. 57,243.

1892-93. Expenditure in India.

55. The Army Expenditure in India was under-estimated in the Revised Estimates by Rx. 66,891. Under other heads the Expenditure on the whole was slightly less than the Revised Estimate.

1892-93. Expenditure in England.

56. The Army Expenditure in England fell short of the Revised Estimate by £133,504 and the Special Defence Expenditure by £48,668, owing in both cases chiefly to the progress in the supply of stores being smaller than was anticipated.

1892-93.

57. The Expenditure not charged to Revenue amounted to Rx. 3,986,290, being very slightly less than the amount taken in the Revised Estimate.

Section II.—Revised Estimate of 1893-94.

58. The following statement contains a general comparison of the figures of the Budget and Revised Estimates of 1893-94:—

		Budget.	Revised.	Revised, better.	Revised, worse.
REVENUE.					
India	Rx.	89,690,900	90,121,000	430,100	...
England	£	193,500	187,700	...	5,800
Exchange	Rx.	121,300	120,800	...	500
TOTAL	Rx.	90,005,700	90,429,500	423,800	...
EXPENDITURE.					
India—					
Imperial, Provincial, and Local	Rx.	66,572,300	66,548,400	23,900	...
Adjustment for Provincial and Local Surplus and Deficit	Rx.	—751,200	—478,800	..	272,400
NET	Rx.	65,821,100	66,069,600	...	248,500
England	£	15,843,800	15,909,600	...	65,800
Exchange	Rx.	9,935,900	10,243,100	...	307,200
TOTAL	Rx.	91,600,800	92,222,300	...	621,500
DEFICIT	Rx.	1,595,100	1,792,800	...	197,700

1893-94. General Results.

59. There has been a moderate increase in the Revenue; and the total Expenditure in India has been restricted to a sum slightly less than the Estimate of March last; but the Imperial Expenditure in India and the Expenditure in England have exceeded the Budget Estimate, and the slight fall in the rate of exchange from 1*s.* 2·75*d.* to 1*s.* 2·6*d.* has caused an increase in the direct charge for exchange of Rx. 265,900. The net result is that it is now anticipated that the deficit of the year will exceed that entered in the Budget Estimate by Rx. 197,700, and will amount to the very considerable sum of Rx. 1,792,800. Probably the deficit will be somewhat reduced when the accounts of the year are made up.

1893-94. Revenue in India.

60. The increase in the Revenue in India above the Budget Estimate amounts on the whole only to Rx. 430,100. But the Revenues generally have increased in a very satisfactory manner, and it is the heavy falling off in the receipts from Opium and Salt that has reduced the net increase to the amount named. Of the improvement of Rx. 430,100, the sum of Rx. 325,200 is Imperial and Rx. 104,900 Provincial and Local.

1893-94. Decreases of Revenue in India.

61. The only heads under which the Revenue will fall short of the Budget Estimates by any considerable amount are:—

	Rx.
Opium	621,800
Salt	241,600
Provincial Rates	220,800
Marine	54,700
Gain by Exchange	78,000

62. The decrease under Opium is in the receipts from the sale of Bengal Opium, and is due partly to the small crop having necessitated a reduction of 351 chests in the quantity sold, but mainly to the average price realised being only Rs. 1,109 a chest as compared with Rs. 1,250 taken in the Budget Estimate.

63. The decrease under Salt is largest in Madras, amounting to Rx. 140,200; there it is due, not to any reduction in the quantity of salt issued, but to the fact that purchasers have again begun, probably in consequence of the fall in the price of Government securities, to avail themselves of the option of deferring payment of duty for six months on lodging security. In Northern India the falling off is considerable, amounting to Rx. 120,000, and represents an actual reduction in the quantity of salt issued. Owing to a failure of manufacture at the Sambhar Lake, the price of that salt had to be raised, and this necessarily had the result of reducing the sales of it. This ought not, however, to have caused a reduction of Salt Revenue in the whole of India, as Salt from other sources should in ordinary course have taken the place of the Sambhar Salt; but this has not occurred to nearly the full extent of the reduction in Northern India.

64. The decrease in Provincial Rates occurs in Madras. Part of it is nominal, being caused by a change in classification which transfers certain quit-rents, amounting to Rx. 141,100, from this head to Land Revenue. The remainder is due to the suspension of the Village Cess in Madras for one year (1st July 1893 to 30th June 1894), the accumulated balance of the local fund to which the receipts from the cess appertain being sufficient to meet a year's expenditure.

65. The decrease under Marine occurs in the Imperial Marine Department and is nominal, being counterbalanced by a reduction in Expenditure; recoveries on account of ships or launches built or other work done at the Government Dockyards for Local Governments being now taken on the Dockyard Accounts as deductions from Expenditure instead of as Revenue. The decrease would have been larger had it not been for large receipts, amounting to Rx. 19,300, not anticipated in the Budget Estimate, from the hire of vessels of the Indian Marine.

66. The uncertainty in estimating the transactions which pass under the head of Gain by Exchange was explained in paragraph 48 of the Financial Statement of last March.

1893-94. Increases of Revenue in India.

67. The following are the more important increases of Revenue in India:—

	Rx.
Land Revenue, including that due to Irrigation	311,500
Stamps	116,900
Excise	212,000
Forest	88,300
State and Guaranteed Railways	646,300

68. Part, Rx. 141,100, of the increase under Land Revenue is nominal, as explained in paragraph 64 above. A considerable part, Rx. 66,100, of the increase in Bombay is also nominal, as it occurs in the adjustment of alienated Land Revenue, and is counterbalanced by an increase in Expenditure. See paragraph 77 below. The remainder, Rx. 104,300, represents the real increase and is contributed to by all Provinces, except the North-Western Provinces and Oudh, Burma and the Central Provinces.

69. The increase under Stamps occurs in all Provinces except Burma. The increase under Excise is also general, the largest increases being in Bengal, Rx. 60,000; Madras, Rx. 50,000; Bombay, Rx. 46,000; and the North-Western Provinces and Oudh, Rx. 30,000.

70. The largest part of the increase under Forest occurs in Burma, where, owing to a favourable season and the development of forest operations, it is anticipated that the receipts will exceed the Budget Estimate by Rx. 85,000.

71. The Railway Revenue has developed in a most satisfactory manner. The Budget Estimate took credit for a considerable increase in the receipts above those of 1892-93; but the returns up to date justify the anticipation that the Estimate will be exceeded by nearly two-thirds of a crore of rupees. Almost every Railway has shared in the general prosperity, the only exception of note being the Burma Railway, on which the development of traffic has experienced a check for reasons believed to be of a temporary nature: the prices of paddy have been low, and the cultivating classes in Burma have consequently been less well off than usual.

1893-94. Revenue in England.

72. The decrease in the sterling Revenue is accounted for by the fact that the Secretary of State, owing to the failure for a time to sell Council Bills, had for a great part of the year no balance available, as usual, for temporary investment. The receipts under Interest are therefore expected to fall short of the Budget Estimate by £10,400. The receipts under most other heads will also be less than the estimates by small amounts; but the aggregate of these decreases is more than counterbalanced by an increase of £13,700 under Army Receipts in England.

1893-94. Expenditure in India.

73. The Imperial Expenditure in India is expected to exceed the Budget Estimate by Rx. 143,600, while the Provincial and Local Expenditure will be less than the Estimate by Rx. 167,500. The difference between these two is the Rx. 23,900 shown in paragraph 58 as the reduction of the Expenditure in India below the Budget Estimate. This figure is the net result of a number of increases and decreases.

Exchange Compensation Allowances.

74. Before referring to the several increases and decreases, one cause of increased expenditure under most heads may be mentioned. In August last the Government of India decided to give to European and Eurasian officers not domiciled in India some compensation for the losses being suffered by them in consequence of the great and continued fall in the rate of exchange. The form which the portion of this compensation that affects Expenditure in India took was the grant to such officers of an allowance, payable monthly with salary, and designated Exchange Compensation Allowance, sufficient to enable each officer to remit to Europe one-half his salary, subject to a maximum limit of £1,000 a year, at a privileged rate of exchange, which was fixed till further orders at 1*s.* 6*d.* the rupee. The allowance is payable as a percentage on salary, varying with the rate of exchange assumed as the market rate for the quarter, and calculated to yield an amount equal to the difference between one-half salary converted at 1*s.* 6*d.* and one-half salary converted at the average market rate. The average market rate adopted for the payments of Exchange Compensation Allowance in each quarter is the average Calcutta demand rate for the

three months ending on the 15th of the month preceding the quarter. The allowances were granted with effect from the 1st April 1893. The rates taken as the average market rates for calculating the payments in each quarter have been—

	s.	d.
April to June 1893	1	$2\frac{4}{5}$
July to September 1893	1	$3\frac{5}{8}$
October to December 1893	1	$3\frac{11}{32}$
January to March 1894	1	$3\frac{6}{32}$
Average for the whole year	1	$3\frac{37}{160}$

75. The following table shows the payments of Exchange Compensation Allowance as taken in the Revised Estimates under each head of Account, Imperial and Provincial:—

	Imperial.	Provincial.	Total.
	Rx.	Rx.	Rx.
3. Land Revenue	4,200	40,400	44,600
4. Opium	2,500	...	2,500
5. Salt	2,800	300	3,100
6. Stamps	100	100	200
7. Excise	500	200	700
9. Customs	900	1,600	2,500
11. Forest	7,100	4,700	11,800
12. Registration	...	100	100
15. Post Office	3,400	...	3,400
16. Telegraph	8,500	...	8,500
17. Mint	1,800	...	1,800
18. General Administration	13,400	23,800	37,200
19 A. Law and Justice: Courts of Law	3,200	64,700	67,900
19 B. Law and Justice: Jails	1,300	4,000	5,300
20. Police	4,800	25,800	30,600
21. Marine	5,200	700	5,900
22. Education	300	10,100	10,400
23. Ecclesiastical	8,900	...	8,900
24. Medical	1,200	21,800	23,000
25. Political	12,600	2,500	15,100
26. Scientific and other Minor Departments	9,200	1,400	10,600
30. Stationery and Printing	300	600	900
37. Construction of Railways	...	100	100
38. State Railways: Working Expenses	20,300	1,800	22,100
39. Guaranteed Companies (Land and Supervision)	3,100	...	3,100
41. Miscellaneous Railway Expenditure	1,700	...	1,700
42. Major Works: Working Expenses	3,300	5,700	9,000
43. Minor Works and Navigation	1,700	...	1,700
44. Military Works	9,600	...	9,600
45. Civil Works	4,300	21,700	26,000
46. Army: Effective	*263,500	...	*263,500
47. Special Defence Works	1,600	...	1,600
Total	401,300	232,100	633,400

*This is the net amount paid, after making from the amounts due the prescribed deductions on account of family remittances at the favourable rate of 1s. $4\frac{1}{4}$d. which were made between April and August before the orders granting the Exchange Compensation Allowances issued. Those orders withdrew the privilege of making family remittances through the Government Account.

The distribution of the Provincial total of Rx. 232,100 among the several Provinces is as follows:—

	Rx.
Central Provinces	13,800
Burma (Lower)	19,700
Assam	7,800
Bengal	45,000
North-West Provinces and Oudh	42,700
Punjab	30,100
Madras	38,400
Bombay	34,600
Total	232,100

76. The more important increases of Expenditure in India in 1893-94 as compared with the Budget Estimates are— *1893-94. Increases of Expenditure in India.*

	Rx.
Assignments and Compensations	81,400
Interest	157,000
Law and Justice—Courts of Law	89,600
Political	97,500
Stationery and Printing	58,600
State Railways—Working Expenses	171,600
Army	318,300

77. The increase under Assignments and Compensations occurs almost entirely in Bombay: the debit and credit adjustments of alienated Land Revenue—adjustments peculiar to that Province—have been increased in consequence of the actual area of certain alienated lands in Sind having been found to be larger than the area previously recorded: there is a similar increase on the Revenue side under Land Revenue. See paragraph 68 above.

78. The increase under Interest represents the discount on the $3\frac{1}{2}$ per cent. loan for Rx. 3,500,000 raised in August last, and the portion of the interest on that loan payable in the year 1893-94, diminished by the saving in the interest on the $4\frac{1}{2}$ per cent. paper which was notified for discharge in October. When the Budget Estimate was framed last March, no provision was made for the interest on the new loan, as it was then assumed that it would be issued at 4 per cent., and that the interest payable during the year would be covered by the premium on the loan.

79. The grant of Exchange Compensation Allowances accounts for the larger part of the increase under Law and Justice. But in some Provinces also temporary appointments of Judges not provided for in the estimate have had to be sanctioned or continued.

80. The increase under Political is due chiefly to the enhancement by Rx. 60,000 a year of the subsidy paid to the Amir of Afghanistan, which was agreed to in the negociations of Sir Mortimer Durand, and to the cost of Sir Mortimer Durand's Mission to Cabul. The Herat Mission, the visit to Mekran of the Agent to the Governor General in Baluchistan, the exploration of the Borkhampti Country, the Kinchaing Mission, and the Anglo-Siamese Boundary Commission have also added to the expenditure under this head.

81. Most of the Provinces show an increase of Expenditure on Stationery and Printing: and the demands on the Calcutta Stationery Office have necessitated considerably larger purchases in this country than were anticipated.

82. The increase of Expenditure on State Railways was caused by the larger traffic and was necessary to earn the larger receipts.

83. The larger part of the increase under Army is due to the grant of Exchange Compensation Allowance, the charge to this head being Rx. 263,500 as

given in the table in paragraph 75. The following supplementary grants were also sanctioned during the year, namely —

	Rx.
For the Kachin, South Lushai and Kelat operations	21,500
For the Gilgit Agency	48,150
For the purchase of additional horses to replace those taken to Egypt by the 7th Dragoon Guards	16,900
For rations on the field service scale in the Chin country	16,200
Other smaller grants	14,550
TOTAL	117,300

1893-94. Decrease of Expenditure in India

On the other hand it is anticipated that the Budget Grants for the year will in some cases prove to have been higher than necessary.

84. The more important decreases of Expenditure in India as compared with the Budget Estimates are—

	Rx.
Land Revenue	57,700
Opium	370,800
Forest	69,700
Police	84,000
Marine	115,000
Civil Works	145,400
Special Defences	89,000

85. The decrease under Land Revenue occurs chiefly in the North-Western Provinces and Oudh, Rx. 23,700, Bombay, Rx. 18,400, and Assam, Rx. 12,200. In the North-Western Provinces and Oudh the Expenditure on Survey and Settlement has been restricted below the Estimate: in Bombay the payments to Village officers have been less than the Estimate, and some new establishments for which provision was made have not yet been entertained: in Assam the direct payments for the collection of Land Revenue are declining with the substitution of Tahsils for collection through Mauzadars, and in that Province also some new establishments provided for have not yet been entertained.

86. The reduction in Opium Expenditure is caused by the failure of the crop: the Estimate provided for the payments for an average crop.

87. The Budget grants under Forest have proved to be higher than necessary in all Provinces, the saving being largest in Madras and Bombay.

88. The decrease under Police is distributed over all the Provinces: the amounts entered in the Budget Estimates were generally too liberal, provision being made for schemes of re-organisation and improvement not fully ready to be brought into operation, as well as for the full existing scale of expenditure.

89. Most of the saving under Marine occurs in the Imperial Marine Department and is nominal, being counterbalanced by the reduction in Revenue, as explained in paragraph 65 above. There is also a reduction of Rx. 30,100 in Bengal and Burma, due to the progress in the construction of certain new vessels having been slower than was anticipated.

90. The decrease under Civil Works occurs in the Provincial and Local Expenditure of most of the Provinces, the largest reductions being in Madras and Lower Burma. The progress in some works for which provision was made in the Budget Estimate has not been so great as anticipated.

91. The execution of some works for which provision was made in the Estimate for Special Defences has been postponed: hence the saving under that head.

92. The main cause of the excess of £65,800 in the Expenditure in England was the failure to sell Council Bills for a time, which necessitated borrowing and increased the Interest charges. The increase due to this cause amounts to £84,600. Discount on the Loan of £1,300,000 and on India Debentures, for which no provision was made in the Budget Estimate, amounted to £19,500, and raised the total excess under Interest to £104,100. The Expenditure in England on Special Defence Works will be less than the Estimate by £66,000, the indents for stores sent from India having been reduced in consequence of the postponement of works mentioned in the preceding paragraph. The variations in other heads are smaller, and result in a slight excess over the Budget Estimate. *1893-94. Expenditure in England.*

93. The increase in the Sterling payments accounts for Rx. 41,300 of the increase in the charge under Exchange. The remaining Rx. 265,900 is due to the fall in the rate of exchange from 1*s.* 2·75*d.* as estimated in March 1893 to 1*s.* 2·6*d.* realised upon the remittances of the year. *1893-94. Exchange.*

Section III.—Budget Estimate of 1894-95.

94. The following Statement compares the Revenue and Expenditure in India and in England in the Budget Estimates of 1894-95 with that in those of 1893-94:—

		1893-94.	1894-95.	1894-95, better.	1894-95, worse.
REVENUE.					
India	Rx.	89,690,900	91,728,000	2,037,100	...
England	£	193,500	173,200	...	20,300
Exchange	Rx.	121,300	123,700	2,400	...
TOTAL	Rx.	90,005,700	92,024,900	2,019,200	...
EXPENDITURE.					
India— Imperial, Provincial, and Local	Rx.	66,572,300	66,373,500	198,800	...
Adjustment of Provincial and Local Surplus or Deficit	Rx.	—751,200	—1,184,400	433,200	...
Net	Rx.	65,821,100	65,189,100	632,000	...
England	£	15,843,800	15,830,300	13,500	...
Exchange	Rx.	9,935,900	11,307,400	...	1,371,500
TOTAL	Rx.	91,600,800	92,326,800	...	726,000
DEFICIT	Rx.	1,595,100	301,900	1,293,200	...

1894-95. General Results.

95. The general features of the year 1894-95, as compared with the Budget Estimates of 1893-94, may be enumerated as follows: A substantial increase of Revenue, amounting to Rx. 837,100; an increase of Revenue net (after deducting the increased cost of establishment) of Rx. 1,140,000 by the imposition of new taxation; a large increase of Expenditure in India by the grant of Exchange Compensation Allowances to the services; a large reduction of Expenditure in India secured by the stoppage of all optional Expenditure chargeable to the Famine Grant and by stringent measures of economy under other heads; an increase in the Interest charges in England with reduction of other sterling Expenditure; and a large increase under Exchange caused by the fall in the value of the rupee from 1*s.* 2¾*d.* to 1*s.* 2*d.*

The net result is a considerable improvement: the deficit will be Rx. 301,900 as compared with Rx. 1,595,100 in the Estimates of 1893-94. The reasons

why it has been decided by the Government of India to accept a deficit in the Estimates were fully explained to the Council* on March 10th.

1894-95. Revenue in India.

96. The Revenue in India in 1894-95 is expected to exceed that taken in the Budget Estimates of 1893-94 by Rx. 2,037,100. Of this, the sum of Rx. 1,200,000 is secured by the imposition of new taxes.

The increase in Imperial Revenue is Rx. 2,096,900, while there is a decrease of Rx. 59,800 in Provincial and Local Revenue. The distribution between Imperial and Provincial would have been different but for the contributions which the Provincial Governments have been called on to pay in consideration of the severe financial straits of the Imperial Government.

The amounts paid by the several Provinces are:—

	Rx.
Central Provinces	43,000
Lower Burma	180,000
Assam	16,000
Bengal	30,000
North-Western Provinces and Oudh	50,000
Madras	30,000
Bombay	56,000
	405,000

The contributions are brought upon the Estimates and Accounts by transferring the amount from the Provincial to the Imperial share of the receipts under Land Revenue: the Provincial Revenues being thereby diminished and the Imperial Revenues increased. The amount of the contributions levied being Rx. 405,000, the distribution of the increase of Revenue of Rx. 2,037,100, in ordinary course and apart from the special and extraordinary measure resorted to help towards securing equilibrium in the Imperial Budget Estimate, would have been Imperial Rx. 1,691,900 (or if we exclude the new Customs Revenue, Rx. 491,900) and Provincial and Local Rx. 345,200.

1894-95. Decreases of Revenue in India.

97. The only decreases of Revenue of importance are—

	Rx.
Opium	922,600
Provincial Rates	181,800
Mint	162,800
Marine	74,400

98. The loss under Opium occurs in the receipts from the sale of Bengal Opium, and is caused chiefly by the difference in the market price. Last March the current prices justified the assumption of an average price of ₹1,250 a chest: now it is not safe to assume a higher price than ₹1,070 a chest. The difference of ₹180 a chest means a loss of Rx. 761,400. The

* Extract from the Hon'ble Mr. Westland's speech in the Legislative Council on 10th March 1894:—

"The view which Your Excellency's Government has taken is, that we are at present in a transition period and that whatever measures we take, whether they are sufficient or insufficient to fill up the deficit in the accounts of the year 1894-95, they must be looked upon as only provisional and temporary. We are still passing through—it may be said we have only just entered upon—that currency crisis upon the settlement of which depends our future finance. Whether we shall be able to establish our rupee at what we may call a favourable figure, is a question the solution of which must practically be left to experiment. Until two months ago circumstances were against us, and the experiment was practically in suspense. The period during which we have been able to watch the effect of commercial operations upon our currency is not yet more than a few weeks old—far too short a time to enable us to judge whether the falling rupee is to carry us into perpetually increasing difficulties, or whether a recovery from its present low figure is to give us some respite from our financial troubles and anxieties. Even since my statement was laid before the Council, there has been a change; whether it is a merely temporary one or not, it is nevertheless an important change—in the aspect of the matter. Time has not yet declared on the one side or on the other, and it is impossible for any one as yet to pronounce whether our financial position is going to improve or going to deteriorate. It is a serious confession to make, but it is nevertheless true, that our financial position in the immediate future depends upon circumstances absolutely outside our control, and that we can do little more than watch in what direction the forces are working which will in the end either bring us security from these perpetual variations or still more serious troubles than any we have yet had to provide against."

"This then is the position we had to meet. Do what we will, the year 1894-95 must be a transition period—a period at the end of which, we have every reason to hope, we shall be far better able than we now are, to judge in what direction our finance is progressing."

"Under these circumstances, the question that presented itself to us was whether we were to assume that all hope of the recovery of the rupee, within some measurable distance of time, was lost, and to adopt heroic measures which would place ourselves at once in a position to meet our current rate of expenditure, even with the rupee at fourteen pence; or whether we should for the present adopt a policy of waiting for further developments, making all the temporary arrangements we could for tiding over a year of extreme difficulty, and meantime merely lay the foundation of the fiscal measures to which, in the event of our ultimately having to fill the whole estimated deficit of 3½ crores, we would be obliged to have recourse."

rest of the decrease is in consequence of the reduction in the probable quantity to be sold necessitated by the poor crops of last and previous years.

99. The decrease in Provincial Rates is the result of a decrease in Madras of Rx. 251,100 and an increase in other Provinces of Rx. 69,300. The improvement in the other Provinces is the normal increase in the rates, which increase with the Land Revenue. Of the decrease in Madras, Rx. 151,500 is nominal, being the amount transferred to Land Revenue in consequence of the change of classification described in paragraph 64 above: the remainder is caused by the suspension of the collection of the cess mentioned in the same paragraph during the first three months of the year, and by the rate at which the cess will be levied from 1st July next being lower than in the past.

100. The closing of the Mints to the free coinage of silver accounts for the loss of Revenue under Mint: as no silver will be tendered for coinage, there will be no seignorage receipts.

101. The decrease under Marine is nominal, as explained in paragraph 65 above.

1894-95. Increases of Revenue in India.

102. The following are the more important increases of Revenue in India anticipated in 1894-95:—

	Rx.
Land Revenue, including that due to Irrigation	599,300
Stamps	127,700
Excise	171,700
Customs	1,207,700
Assessed Taxes	53,700
Forest	57,200
Post Office	56,200
State and Guaranteed Railways	858,900
Irrigation—Major Works	67,900

103. Of the increase under Land Revenue, a portion, Rx. 151,500, in Madras, and Rx. 69,800 in Bombay, is nominal, for reasons explained in paragraphs 99 and 68 above. Bengal being permanently settled, shows a slight increase only, and the small Provinces under the direct administration of the Government of India show hardly any improvement on the whole. In the North-Western Provinces and Oudh there is a substantial falling off; but that is merely the result of a correction of an error in estimating. The Estimates of the last few years in that Province have not been realised, and it has been ascertained that sufficient allowance was not made in them for the normal arrears of revenue left uncollected at the end of the financial year: a larger allowance for arrears is made in the Estimate for 1894-95.

Excluding the North-Western Provinces, Bengal and India—General, all the other Provinces show substantial increases in the amount of Land Revenue, these being the result of Survey and Settlement operations in temporarily settled districts, and of the expansion of cultivation in provinces where the amount of the Revenue depends on the extent of cultivation.

104. The improvement in the Stamp Revenue, though unequally distributed over the Provinces, is general throughout India with the exception of Burma, where there has been a check to the development of this branch of income.

105. The increase in the Excise Revenue is also general, Burma being the only exception: the decrease in Burma is due to the adoption of the policy in regard to opium which was described in paragraph 71 of last year's Financial Statement.

106. The increase under Customs is due to the new duties imposed by Act VIII of 1894. The Customs Revenue has not done well in 1893-94, and had there been no change in the duties, it would not have been possible to anticipate any appreciable increase in this head of Revenue.

107. The increase under Assessed Taxes represents the normal development of this branch of Revenue, the amount of increase being somewhat greater than usual; with the exception of Bengal and Bombay, all provinces share in this increase, Madras being the largest contributor.

108. Most Provinces contribute to the increase under Forest, which is of rather more than the normal annual growth of this head of Revenue, the specially large increase being in Burma.

109. The increase under Post Office represents the normal annual progress of the Department, the amount being somewhat higher than usual, as the Revenue increased at more than the average rate in 1893-94.

110. The Railway Revenue is taken at an amount somewhat higher than that which will be realised in 1893-94. The increase is justified either by additional mileage recently opened or to be opened next year, or in the case of lines under development, by the steady growth of traffic.

111. The increase under Irrigation occurs mainly in the Punjab, an extension of irrigation from the Western Jumna, the Bari Doab, and the Chenab Canals being expected. The revenue from the Sirhind Canal was low in 1893-94, owing principally to the closure of the canal for silt clearance for three months: the normal revenue is expected in 1894-95.

1894-95, Expenditure in India.

112. The Expenditure in India in 1894-95 on the whole will be of about the same amount as in the Budget Estimate of 1893-94. Imperial Expenditure will be less by Rx. 572,200, while Provincial and Local Expenditure will be more by Rx. 373,400, the net result being the small excess of Rx. 198,800 shown in the table in paragraph 94. This approximate equality is the final result of many large variations in both directions.

1894-95, Exchange Compensation Allowances.

113. The following table gives the same information for 1894-95 in regard to the Exchange Compensation Allowances as is given above for 1893-94 in the table in paragraph 75. In estimating the amounts for 1894-95, *1s. 2d.* the rupee has been assumed as the average market rate of the year:—

	Imperial.	Provincial.	Total.
	Rx.	Rx.	Rx.
3. Land Revenue	6,700	75,100	81,800
4. Opium	3,900	...	3,900
5. Salt	5,100	500	5,600
6. Stamps	100	300	400
7. Excise	800	400	1,200
9. Customs	1,600	2,600	4,200
11. Forest	12,000	8,200	20,200
12. Registration	100	100	200
15. Post Office	4,900	...	4,900
16. Telegraph	14,400	...	14,400
17. Mint	3,400	...	3,400
18. General Administration	22,800	38,700	61,500
19 A. Law and Justice: Courts of Law	5,500	110,000	115,500
19 B. Law and Justice: Jails	2,100	6,700	8,800
20. Police	8,900	44,700	53,600
21. Marine	10,100	1,300	11,400
22. Education	500	17,000	17,500
23. Ecclesiastical	15,500	...	15,500
24. Medical	2,400	37,100	39,500
25. Political	23,400	4,100	27,500
26. Scientific and other Minor Departments	12,800	2,200	15,000
30. Stationery and Printing	400	800	1,200
38. State Railways: Working Expenses	47,900	2,900	50,800
39. Guaranteed Companies (Land and Supervision).	5,200	...	5,200
41. Miscellaneous Railway Expenditure	1,900	...	1,900
42. Major Works: Working Expenses	5,700	10,100	15,800
43. Minor Works and Navigation	3,200	...	3,200
44. Military Works	16,900	...	16,900
45. Civil Works	7,900	37,600	45,500
46. Army: Effective	465,800	...	465,800
47. Special Defence Works	1,000	...	1,000
TOTAL	712,900	400,400	1,113,300

The distribution of the Provincial total of Rx. 400,400 among the several Provinces is as follows:—

	Rx.
Central Provinces	22,600
Burma (Lower)	33,100
Assam	13,900
Bengal	72,700
North-West Provinces and Oudh	73,900
Punjab	51,100
Madras	69,300
Bombay	63,800
TOTAL	400,400

1894-95. Increases of Expenditure in India.

114. The more important increases of Expenditure in India are—

	Rx.
Assignments and Compensations	98,700
Land Revenue	74,500
Customs	64,700
General Administration	67,400
Law and Justice—Courts of Law	141,500
Police	82,600
Medical	56,100
Political	146,200
Stationery and Printing	55,300
State Railways—Working Expenses	314,300
Ditto Interest	158,000
Army	475,700

115. Of the increase under Assignments and Compensations the larger part, Rx. 72,200, occurs in Bombay and is nearly counterbalanced by an increase of the receipts under Land Revenue, see paragraph 103 above. Most of the balance occurs in the Central Provinces, where payments are to be made to certain zemindars as compensation for the resumption of their Abkári rights by the Government—a step considered expedient in the interests of efficient Excise administration.

116. The increase under Customs is for the establishment required to collect the new Import duties.

117. From the table in paragraph 113 above it will be seen that the Exchange Compensation Allowances account for the greater portions of the increases under Land Revenue, General Administration, Law and Justice—Courts of Law, Police and Medical. The remainder of the increases under these heads represents the ordinary growth of expenditure required to meet the wants of the country under the services mentioned.

118. The Exchange Compensation Allowances account for Rx. 27,500 of the increase under Political. There is also an increase of Rx. 60,000 in the subsidy of the Amir of Afghanistan; and a provision of Rx. 50,000 has been made for the expenditure which will be incurred in connection with the Afghan border demarcation.

119. The increase under Stationery and Printing is explained in paragraphs 81 and 157: no appreciable reduction of the charges under this head below those of 1893-94 can be hoped for.

120. The increase in the Working Expenses of State Railways is an accompaniment of the increased revenue, and that in the Interest Charges is a transfer from Ordinary Debt following the yearly addition to the Capital Expenditure.

121. The more important increases in the Estimate of Army Expenditure for 1894-95 as compared with the estimate for 1893-94 are as follow: —

	Rx.
Exchange Compensation Allowances and alteration in the pay of British soldiers due to different value of the rupee—net	390,100
Smaller allowance for short strength of troops, based on recent actuals (Rx. 63,100 were deducted in 1893-94 and only Rx. 46,100 in the estimate for 1894-95)	17,000
Amount deducted from the *Budget Estimate*, 1893-94, for probable savings owing to the absence in Egypt of the 7th Dragoon Guards for a part of the year. Full provision is necessary in 1894-95	31,000
Pay of officers on the Unattached List of the British Army who are candidates for the Indian Staff Corps under clause 25, I. A. C., 1892	12,600
Increase in cost of food for men and animals	49,000
Increased provision for malt liquor	35,900
Increased provision for the Kashmir and Gilgit transport arrangements	40,000
Increased provision for railway charges for the conveyance of troops and stores	27,400
Provision for the additional staff, etc., required for part of the year under the new organisation on the abolition of the Presidency Army system	10,000
Replacement of the mobilisation equipments, stores, etc., destroyed by fire at Peshawar	38,200
Increased purchases of transport animals to complete establishment, due to casualties and castings	23,700
Larger provision for volunteer corps with reference to authorised establishments, and an increase in the number of efficients	11,300

The more important decreases are as follow:—

	Rx.
Withdrawal of a battalion of British infantry from the Indian establishment, 20 privates being added to each of the remaining battalions	15,700
Fewer local supplies required for ordnance factories, partly counterbalanced by larger provision for camp equipage	16,700
Reduced provision for capitalised pensions and for pensions of officers drawing their pensions in India	11,700
Smaller provision for charges for special expeditions	132,000
The omission of the following special grants made in 1893-94, namely:—	
Reconstitution of Hindustani regiments	12,500
Hutting charges of the Native Army beyond those allowed by regulation	25,900
Purchase of land	10,100
Establishment of new cantonment general hospitals at certain stations in Bengal	10,000

1894-95. Decreases of Expenditure in India.

122. The important decreases of expenditure in India are—

	Rx.
Interest	113,200
Marine	105,500
Construction of Protective Railways	1,054,300
Construction of Railways	50,700
Military Works	194,200
Civil Works	408,600
Special Defence Works	138,800

123. The saving under Interest is the result of the annual transfer from Ordinary Debt to Debt on account of the Capital Outlay on Railways and Irrigation Works. That transfer is partly counterbalanced this year by the addition to the Public Debt of Rx. 3,500,000 borrowed at $3\frac{1}{2}$ per cent. interest in August to October 1893, less the diminution of the debt by the notification for discharge of the balance, Rx. 1,341,400, of the $4\frac{1}{2}$ per cent. loans.

124. Of the decrease under Marine, the portion, Rx. 65,200, which occurs in the Imperial Marine Department is nominal, as explained in paragraph 65 above. The remainder occurs chiefly in Burma and Bengal: so many new vessels and launches will not be constructed for the Local Governments next year as in 1893-94.

125. The decrease under Construction of Railways is due to the approaching completion of the Mayavaram-Mutupet Provincial Railway in Madras, the provision for expenditure on that Railway being only Rx. 17,500 as compared with Rx. 67,500 in the Budget Estimate of 1893-94.

126. The decrease under Special Defence Works is secured by the practical completion of the expenditure on those works: in view of the financial position, and for other reasons, several of the not very large number of sanctioned works, which remain to be carried out, have been either postponed or abandoned.

127. The reduction under Construction of Protective Railways and that under Military Works, amounting together to Rx. 1,248,500, have been made expressly as measures of economy to help the Government towards securing equilibrium between Revenue and Expenditure.

128. Of the reduction under Civil Works, the sum of Rx. 176,500 was made from Imperial Expenditure directly with the object described in the preceding paragraph. And of the remainder the larger part is made in Provincial Expenditure indirectly with the same object, the reductions being made to enable the Provincial Governments to pay to the Imperial Government the contributions which they were called on to pay in order to reduce the deficit in the Estimates of 1894-95. Some of the Local Governments have however made the required reductions under other heads of expenditure.

129. It may be mentioned that very strict economy has been insisted on in other Expenditure also, and that the grants under many other heads than those mentioned in the two preceding paragraphs would have been larger had it not been for the efforts made to reduce the deficit in the Estimates. In fact the difficulties of the position have for the last year or two obliged the Government to take every feasible measure to reduce or restrict its current expenditure.

1894-95, Expenditure in England.

130. The Expenditure in England in 1894-95 will be on the whole less by £13,500 than that entered in the Budget Estimate of 1893-94.

131. The only head under which an increase of importance in the expenditure in England is anticipated is Interest, which shows an excess over the Budget Estimate of 1893-94 of £288,500. This is due to the sterling borrowing necessitated by the failure to sell Council Bills during a great part of 1893-94.

132. There are reductions of £33,300 under Marine, as the *Warren Hastings*, for the construction of which a large provision was made in 1893-94, has been completed, of £152,100 under Special Defence Works, the reason being the same as explained in paragraph 126 above in regard to the expenditure in India under the head, and of £166,800 under Army Effective Charges, the amount of Clothing and Ordnance Stores, and the payments to the War Office being less than in 1893-94. The Non-Effective Army Charges are, on the other hand, increased by £97,100: it is feared that the maximum of the Non-Effective sterling Army Charges has not yet been reached.

1894-95, Exchange.

133. The increase of Rx. 1,371,500 in the Exchange on Expenditure in England is due to the fall in the rate from 1*s.* $2\frac{3}{4}$*d.* to 1*s.* 2*d.* the rupee.

Section IV.—Examination of the Estimates under the more important heads of Revenue and Expenditure.

LAND REVENUE.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
REVENUE—						
Including that due to Irrigation—						
India, General	150,397	138,673	139,065	158,400	165,000	159,400
Central Provinces	676,166	701,507	695,038	723,200	706,500	798,300
Upper Burma	615,998	582,561	662,178	710,000	690,000	770,000
Lower Burma	1,492,717	1,559,475	1,605,479	1,660,000	1,655,700	1,685,800
Assam	452,855	460,900	472,950	553,300	553,300	613,200
Bengal	3,881,940	3,867,957	3,849,609	3,843,300	3,875,000	3,850,000
North-Western Provinces and Oudh	5,854,725	6,045,467	6,044,912	6,101,500	6,056,600	6,075,800
Punjab	2,271,527	2,346,567	2,356,434	2,427,400	2,474,100	2,477,900
Madras	4,851,279	4,422,633	5,157,847	5,156,000	5,340,200	5,371,600
Bombay	4,506,661	4,507,223	4,644,122	4,639,700	4,767,900	4,770,100
TOTAL	24,754,205	24,638,963	25,627,634	25,972,800	26,284,300	26,572,100
Shown under XXIX.—Irrigation	708,996	673,189	722,306	815,600	792,000	868,500
Shown under I.—Land Revenue	24,045,209	23,965,774	24,905,328	25,157,200	25,492,300	25,703,600
EXPENDITURE—						
District Administration	2,142,653	2,209,498	2,245,258	2,270,263	2,291,900	2,367,500
Other charges	1,533,943	1,625,628	1,691,087	1,842,037	1,761,900	1,819,300
TOTAL	3,676,596	3,835,126	3,936,345	4,112,300	4,053,800	4,186,800

134. The figures in the above table show the distribution of the Land Revenue among the several Provinces. The feature which has distinguished this head of Revenue for many years appears again in the Estimates for 1894-95, namely, a progressive increase in consequence of increase of assessment on re-settlement and of extensions of cultivation in the Provinces where the revenue depends on the amount of land under cultivation. Setting aside the small Provinces classed under "India—General," and the permanently-settled Province of Bengal, the only Province which does not show an increase is the North-Western Provinces and Oudh: as explained in paragraph 103, this is due to more careful estimating and not to any actual falling off or to any change of policy in that Province. The Explanations in paragraphs 68 and 99 may also be referred to.

OPIUM.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue—						
Bengal—Sale of Opium	5,912,886	5,949,660	6,093,265	5,463,000	4,808,400	4,526,100
Bombay—Pass Fees	1,749,330	1,839,270	1,670,730	1,645,000	1,665,800	1,665,100
Excise Opium and other Revenue	216,966	223,450	229,185	208,200	220,200	202,400
TOTAL Rx.	7,879,182	8,012,380	7,993,180	7,316,200	6,694,400	6,393,600

OPIUM—*contd.*

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
Expenditure—						
Payments to Cultivators Rx.	1,929,461	1,629,631	1,388,583	1,991,000	1,666,500	1,989,000
Other Charges Rx.	250,819	231,141	212,798	262,900	216,600	264,900
England £	390	726	696	700	1,100	800
Exchange Rx.	127	315	419	400	700	600
TOTAL Rx.	2,180,797	1,861,813	1,602,496	2,255,000	1,884,900	2,255,300
STATISTICS—						
Bengal—						
Chests sold	57,000	56,250	48,852	43,704	43,353	42,300
Average price ₹	1,037	1,058	1,247	1,250	1,109	1,070
Chests produced	44,700	44,522	33,679	...	40,506	...
Chests in Balance, March 31st	61,493	40,765	34,592	...	...	...
Reserve, December 31st	31,010	18,770	9,265	...	1,814	...
Bombay—						
Chests passed for Export	28,591½	30,654½	27,845½	27,417	27,763	27,751
Rate of Duty ₹	600 & 650	600	600	600	600	600

135. The Budget Estimate of receipts in 1893-94 from Bengal Opium was based on the assumption that 43,704 chests would be sold at an average price of ₹1,250 a chest. The yield of the crop being small, and the reserve having been exhausted, it became necessary to reduce the sales in the last three months of the year by 351 chests. This reduction accounts for a diminution of the receipts by Rx. 43,900. The high prices of 1892-93 were not maintained. The prices in April, May and June showed a distinct falling off: in July the price fell very low in consequence of the apprehensions and uncertainty caused by the passing of the Currency Act a few days before the sale: in subsequent months there was a large recovery; but the average price for the whole year was only ₹1,109 a chest. This lower price is the cause of the bulk of the falling off in the Bengal receipts. *Bengal Opium Revenue in 1893-94.*

136. The price realised at the sale this month was ₹1,095 a chest, and the tendency has since been downwards. It is therefore not considered safe to assume for 1894-95 a higher average price than ₹1,070 a chest. *Bengal Opium Revenue in 1894-95.*

The quantity of Bengal Opium to be sold in the first nine months of 1893-94 was settled by the notification in June last: the quantity to be sold in the last three months cannot be settled till June next; but for the purpose of the Budget Estimate it is assumed that 42,300 chests will be sold in the whole year, being less by 1,404 than the quantity assumed for 1893-94 in the Budget Estimate of that year.

These reductions in price and quantity account for the considerable diminution on the receipts from Bengal Opium in 1894-95.

137. The exports of Malwa Opium through Bombay have fluctuated considerably from month to month in 1893-94. But the final result of the year promises to be an export of about the same amount as in 1892-93. The Revised Estimate for 1893-94 and the Budget Estimate for 1894-95 have accordingly been placed at approximately the same figure as the actual receipts of 1892-93. *Bombay Opium Revenue in 1893-94 and 1894-95.*

Excise Opium in 1893-94 and 1894-95.

138. The receipts from the sale of Excise Opium tend to increase from year to year with the increase in Excise Revenue. The Budget Estimate of 1893-94 was placed lower than it otherwise would have been, because of the intended adoption from 1st June of the very restrictive measures in regard to opium in Burma described in paragraph 71 of the Financial Statement of last March. The arrangements for the change took longer to mature than was expected, and the new rules were brought into force only from 1st January 1894. This postponement and the general increase of the receipts in other Provinces have caused the increase in the Revised Estimate for 1893-94. The restrictive measures will be in force in Burma during the whole of 1894-95, and the reduction in receipts caused thereby more than counterbalances the increases in other Provinces.

Opium Expenditure in 1893-94 and 1894-95.

The expenditure on an average crop of opium was provided for in the Budget Estimate of 1893-94. The crop was again considerably below the average, and the expenditure this year has been less than the Estimate by Rx. 370,800. In 1894-95 provision is as usual made for the payments which an average crop requires.

SALT.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Northern India (*a*) .	1,930,502	1,971,135	2,118,090	2,020,000	1,900,000	2,013,300
Burma (*b*) . .	158,819	161,015	102,213	156,700	160,400	150,900
Bengal (*b*) . .	2,319,488	2,404,487	2,410,119	2,380,000	2,365,000	2,380,000
Madras (*a*) . .	1,951,783	1,772,937	1,721,224	1,770,000	1,620,800	1,800,000
Bombay (*a*) . .	2,162,776	2,326,608	2,244,458	2,201,100	2,285,000	2,285,000
TOTAL .	8,523,308	8,636,182	8,656,104	8,587,800	8,346,200	8,629,200
Charges . . .	429,013	459,034	458,707	510,800	473,300	518,600

(*a*) Chiefly excise on local manufacture. | (*b*) Chiefly duty on imported salt.

139. The reasons of the falling off in Salt Revenue in 1893-94 have been explained in paragraph 63 above. The reasons are of such a nature that there is no likelihood of their producing a similar effect on the Revenue of next year. The Budget Estimate for 1894-95 has therefore been taken at a figure considerably higher than the probable Revenue of this year, but still less than the Revenue actually secured in 1891-92 and 1892-93.

140. The saving in the Expenditure this year occurs chiefly in Northern India and in Madras: the season was unfavourable for manufacture, and the manufacturing charges are smaller than usual.

STAMPS.

REVENUE.	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
Court Fees and Plain Paper .	2,733,612	2,887,774	2,995,369	2,979,860	3,076,200	3,079,100
Commercial and other Stamps .	1,255,760	1,297,281	1,374,200	1,376,659	1,396,600	1,405,200
Other Revenue	79,597	77,101	78,971	77,572	78,200	77,500
TOTAL . Rx.	4,068,969	4,262,156	4,448,540	4,434,100	4,551,000	4,561,800
Charges—						
India . . . Rx.	84,620	89,531	91,170	90,600	94,300	95,000
England (Stores) . . £	34,218	34,105	31,277	39,400	39,400	49,000
Exchange . . . Rx.	11,181	14,811	18,817	24,700	25,300	35,000
TOTAL . Rx.	130,019	138,447	141,264	154,700	159,000	179,000

141. The Stamp Revenue continues to increase. Burma is the only Province which does not contribute to the increase this year: depression of trade is alleged as the reason, but fluctuations in Stamp Revenue in a particular year can seldom be ascribed with confidence to any particular cause.

EXCISE.

REVENUE.	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	1,046,484	1,113,397	1,159,458	1,150,000	1,210,000	1,210,000
North-Western Provinces . .	513,508	524,303	549,877	540,000	570,000	570,000
Madras	1,199,746	1,213,964	1,211,146	1,230,000	1,280,000	1,290,000
Bombay	999,067	1,025,462	1,025,696	1,020,000	1,066,000	1,070,000
Other Provinces	1,188,975	1,240,138	1,296,266	1,205,900	1,231,900	1,177,600
TOTAL .	4,947,780	5,117,264	5,242,443	5,145,900	5,357,900	5,317,600
Charges	175,053	190,097	193,013	208,800	194,100	205,200

142. The Excise Revenue shows this year a fully normal increase. With the exception of Burma all Provinces share in the increase, the North-Western Provinces being now included among the Provinces whose Excise Revenue is increasing. The decrease in Burma, owing to the measures alluded to in paragraph 138 above, has not been so great in 1893-94 as assumed in the Budget Estimate, as the introduction of those measures took place later than intended: the full effect of them will be felt in 1894-95.

PROVINCIAL RATES.

REVENUE.	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
District Local Funds .	1,965,564	1,979,688	2,058,273	2,037,060	2,077,700	2,082,400
Provincial Cesses, including Famine Insurance . .	658,131	680,736	693,011	690,470	694,600	699,200
Village Service and Patwaris . .	768,473	738,922	840,972	866,650	595,200	618,300
Other Cesses . .	99,072	103,491	114,242	112,920	118,800	125,400
TOTAL .	3,491,240	3,502,837	3,706,498	3,707,100	3,486,300	3,525,300
Charges . . .	54,040	58,703	55,659	53,500	56,700	53,000

143. These receipts ordinarily increase with the Land Revenue. The falling off shown in the Revised Estimate for 1893-94 and in the Budget Estimate for 1894-95 occurs in Madras, and is explained in paragraph 64 and paragraph 99 above.

CUSTOMS.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Import Duties—						
Liquors	600,901	589,584	610,253	589,000	625,400	612,000
Petroleum	165,040	174,662	202,309	200,000	215,000	380,000
Arms and Ammunition	28,053	31,734	31,162	31,070	31,350	31,250
Other Import Duties	444	501	450	450	25,450	1,020,450
Export Duties—						
Rice	924,838	881,957	743,356	816,170	731,500	801,300
Land Customs and Miscellaneous	23,942	22,850	30,103	28,510	30,000	27,900
TOTAL	1,743,218	1,701,288	1,617,633	1,665,200	1,658,700	2,872,900
Charges	134,652	136,363	140,634	144,800	145,300	209,500

Customs Revenue.

144. The Customs Revenue has since 1890-91 shown a tendency to decline. Even with the addition of some receipts in the last three weeks of the year from the new duties imposed from the 10th March by Act VIII of 1894, the Revenue in 1893-94, though higher than in 1892-93, is expected to be slightly less than the Budget Estimate.

For next year without the new duties the estimate would have been about the same as the Budget Estimate for 1893-94. The new duties, as explained in Part I of this Statement, are expected to yield in 1894-95 an additional revenue, after deduction of refunds and drawbacks, of Rx. 1,200,000 in all: Rx. 180,000 under "Petroleum," and Rx. 1,020,000 under "Other Import Duties."

Customs Expenditure in 1894-95.

145. The imposition of the new duties necessitates a considerable increase of establishment: to meet the cost of this a sum of Rx. 60,000 has been added to the Estimate of Expenditure in 1894-95.

ASSESSED TAXES.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Deductions by Government from Salaries, Pensions, and Interest payments	415,536	412,228	416,786	415,211	434,400	441,500
Other Collections	1,201,860	1,240,595	1,269,355	1,271,989	1,295,900	1,299,400
TOTAL	1,617,396	1,652,823	1,686,141	1,687,200	1,730,300	1,740,900
Charges	29,246	29,577	30,171	32,400	31,500	32,700

Income Tax Revenue in 1893-94 and 1894-95.

146. The moderate but steady increase under this head, which ought to accompany the growth of the country in wealth and population, continues.

FOREST.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue	1,448,002	1,490,582	1,591,332	1,588,800	1,677,100	1,646,000
Expenditure	784,113	843,926	865,225	990,200	921,000	984,400
NET	663,889	646,656	726,107	598,600	756,100	661,600

147. Paragraph 70 and paragraph 108 above may be referred to in regard to the Revenue. *Forest Revenue in 1893-94 and 1894-95.*

148. The Expenditure has been increased by the grant of Exchange Compensation Allowance by Rx. 11,800 in 1893-94 and Rx. 20,200 in 1894-95. *Forest Expenditure and Net Revenue.*

INTEREST.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
RECEIPTS—						
India . . . . . Rx.	710,552	795,588	830,418	861,100	858,800	839,700
England . . . . . £	166,194	58,466	24,543	20,000	9,600	10,000
Exchange . . . . . Rx.	54,304	25,389	14,766	12,500	6,200	7,100
TOTAL . Rx.	931,050	879,443	869,727	893,600	874,600	856,800
EXPENDITURE—						
Interest on Debt—						
India	4,368,045	4,168,622	4,267,841	4,129,000	4,290,600	4,199,000
Deduct charged to—						
Irrigation	1,081,439	1,109,678	1,138,386	1,168,300	1,165,800	1,193,500
Railways	2,876,517	3,004,576	3,169,522	3,340,700	3,347,200	3,498,700
Balance charged to Interest Rx.	410,089	54,368	—40,067	—380,000	—223,000	—493,200
England . . . . . £	2,512,812	2,639,288	2,433,496	2,394,200	2,498,300	2,682,700
Exchange . . . . . Rx.	821,063	1,146,144	1,464,053	1,501,500	1,608,500	1,916,200
Interest on other Obligations—						
Savings Bank Balances . . Rx.	279,653	306,227	339,362	372,400	366,800	325,800
Other items—including Exchange . . . . . „	171,687	169,149	177,419	177,800	181,600	179,900
TOTAL . Rx.	4,195,304	4,315,176	4,374,263	4,065,900	4,432,200	4,611,400
Debt outstanding, March 31st—						
Sterling . . . . . £	104,408,208	107,404,143	106,633,767	106,833,743	114,118,467	116,418,467
Rupee Debt—						
4 per cent. . . . . Rx.	89,107,878	89,448,897	100,471,572	100,711,187	100,691,572	100,691,572
3½ per cent. . . . . „	52,180	52,180	52,180	3,052,180	3,551,280	3,551,280
Other Debt . . . . . „	13,586,497	13,191,240	2,413,800	2,388,950	1,312,800	1,161,800
Savings Bank Balances . . „	8,062,241	8,886,372	9,774,656	10,674,572	10,344,956	10,782,156

Interest Receipts in India.

149. The reductions in the receipts in India shown in the Revised Estimate for 1893-94 and in the Budget Estimate for 1894-95 are caused by the repayment by the Bombay Port Trust of a loan of Rx. 616,100 on 1st April 1893 and by the Bombay Municipality of a loan of Rx. 420,000.

Interest Receipts in England.

The Secretary of State has not had in 1893-94 any large amounts available from his cash balance for temporary investment at interest, and expects that the same will be the case in 1894-95. Hence the reduction in the Sterling Interest receipts.

Interest Expenditure in India.

150. A loan of Rx. 3,500,000 at $3\frac{1}{2}$ per cent. was raised in August—October 1894 at an average price of R96-3-$2\frac{1}{2}$ pies per cent.; and on the other hand, the balance, Rx. 1,341,400, of the $4\frac{1}{2}$ per cent. loan was notified for discharge in October. The discount of Rx. 133,000 on the new loan increases the Interest charges of 1893-94; and about three months' interest on the new loan is payable in the year.

In 1894-95 a whole year's interest is payable amounting to Rx. 122,500; but on the other hand, there is a saving of Rx. 60,363 from the discharge of the $4\frac{1}{2}$ per cent. loan.

The interest transferred to the Public Works Debt on account of the new Capital Expenditure on Railways and Canals amounts to Rx. 205,100 in 1893-94 and Rx. 179,200 in 1894-95.

Sterling Interest charges.

The increases in the Sterling Interest charges in the Revised Estimate for 1893-94 and in the Budget Estimate for 1894-95 are due to the borrowing operations in England described in paragraphs 181, 182 and 186 below in the Ways and Means Section of this Statement.

Savings Banks Interest charges.

The interest on Savings Banks Balances has been increasing yearly with the growth of the deposits. The reduction in 1894-95 is caused by the reduction of which notice was given on 30th December 1893 in the rate of interest from $3\frac{3}{4}$ per cent. to $3\frac{1}{8}$ per cent. Allowance is also made for the probability that that reduction will cause a diminution in the rate of increase of the Savings Bank Balances.

Other Interest items.

The Interest on Other Obligations, apart from the Savings Bank interest, is a small item which does not vary much, the "other obligations" being in many cases permanent ones.

POST OFFICE, TELEGRAPH, AND MINT.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
POST OFFICE—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue	1,402,503	1,446,355	1,488,875	1,538,800	1,549,700	1,595,000
Expenditure	1,396,744	1,493,359	1,518,545	1,588,300	1,560,200	1,608,100
NET	+5,759	−47,004	−29,670	−49,500	−10,500	−13,100
TELEGRAPH—						
Revenue Accounts—						
Revenue	781,034	919,335	937,743	951,500	960,400	993,800
Expenditure	583,525	643,550	673,039	688,400	695,100	752,600
NET	+197,509	+275,785	+264,704	+263,100	+265,300	+241,200
Capital Expenditure	180,455	195,170	202,034	228,400	219,400	167,000
MINT—						
Revenue	354,152	20,046	310,335	230,500	228,100	67,700
Expenditure	121,888	97,109	112,007	104,200	83,100	68,100
NET	+232,264	+112,937	+198,328	+126,300	+145,000	−400

Post Office and Telegraphs.

151. Both the receipts and charges of the Post Office and of the Telegraph Department increase from year to year with the development of the Departments. The net financial result in both Departments tends to improve.

The Mint.

152. The position of the Mints has been entirely changed by the enactment in June last of Act VIII of 1893, by which the free coinage of silver was stopped. For the present the Mints are only required for the coinage of small silver and copper. The seignorage receipts accordingly entirely disappear in 1894-95. The expenditure of the Mints shows a diminution in the Budget Estimate of 1894-95 as a consequence of the cessation of the coinage of rupees, but the permanent establishments have not as yet been reduced.

CIVIL DEPARTMENTS.

		Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
General Administration	India	1,412,299	1,433,423	1,462,538	1,478,600	1,519,600	1,546,000
	England	247,346	249,532	255,545	248,300	267,600	252,900
	Exchange	80,820	108,362	153,742	155,700	172,300	180,600
Law and Justice	Court	2,759,431	2,840,007	2,877,112	2,902,600	2,990,600	3,043,900
	Jails	866,460	899,732	918,060	933,600	917,800	960,000
Police		3,859,683	3,868,610	3,873,645	3,960,500	3,876,500	4,043,000
Marine	Imperial (a)	411,110	470,219	703,088	663,100	613,500	547,600
	Provincial	148,147	157,732	154,021	178,500	163,600	150,400
Education		1,371,735	1,424,796	1,437,024	1,515,400	1,468,400	1,545,300
Ecclesiastical		166,005	161,596	168,107	171,500	175,500	186,700
Medical		806,937	884,684	941,642	949,200	971,800	1,005,600
Political		770,541	767,711	842,117	835,700	933,800	984,400
Scientific and Minor Departments		485,747	587,438	473,271	479,300	488,600	512,800
TOTAL		13,386,261	13,853,842	14,259,912	14,472,000	14,559,600	14,959,200

(a) Includes Upper Burma charges.

153. The grant of Exchange Compensation Allowances has added largely to the expenditure in India under all the heads included in this group, as will be seen from the tables in paragraphs 75 and 113. Explanations of increases due to other causes will be found in paragraphs 80, 117 and 118.

MISCELLANEOUS CIVIL CHARGES.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Territorial and Political Pensions	527,569	557,959	541,592	529,400	513,000	485,000
Civil Furlough and Absentee Allowances	232,747	276,362	334,194	341,000	330,100	357,600
Superannuation Allowances and Pensions	3,051,541	3,324,109	3,781,006	3,789,300	3,824,300	3,984,500
Stationery and Printing	592,436	602,885	647,973	635,100	689,600	679,800
Miscellaneous	274,223	285,307	233,075	243,300	262,100	247,100
TOTAL	4,678,516	5,046,622	5,537,840	5,538,100	5,619,100	5,754,000

154. The expenditure on Political Pensions tends to decrease with the death of the old pensioners, as the additions made to the list are now small. The death of the Maharajah Duleep Sing causes the larger portion of the reduction in 1894-95.

155. The expenditure on Civil Furlough and Absentee Allowances would be fairly stationary but for the decision to pay those allowances in England at the favourable rate of exchange of 1*s.* 6*d.*; this causes an increase to the charges with every fall in the market rate of exchange.

156. The expenditure on Superannuation Allowances is increasing from year to year. The pension list has not yet reached its maximum limit: and the cost of pensions paid in England increases with the fall in exchange, all pensions paid there being now practically fixed in sterling in consequence of the concession of a fixed rate of conversion of 1*s.* 9*d.* the rupee for pensions fixed nominally in rupees.

157. The Stationery and Printing charges increase from year to year owing to the yearly increasing amount and complexity of public business.

FAMINE RELIEF AND INSURANCE.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Famine Relief	5,579	23,423	70,841	40 500	2,800	10,000
Construction of Protective Railways	...	484,795	984,469	1,054,300	1,079,700	...
Ditto ditto Irrigation Works	74,392	77,931	60,793	65,000	55,800	45,000
Reduction of Debt	520,029	682,170	...	...	...	...
TOTAL	600,000	1,268,319	1,116,103	1,159,800	1,138,300	55,000
Net Charge on account of the Bengal-Nagpur and the Indian Midland Railways shown in the Railway Revenue Account	482,351	231,681	383,897	340,200	361,700	368,800
TOTAL EXPENDITURE CHARGEABLE TO THE FAMINE GRANT	1,082,351	1,500,000	1,500,000	1,500,000	1,500,000	423,800

158. But little expenditure on direct Famine Relief has been necessary this, or is anticipated next, year.

159. As explained in Part I, the financial necessities have compelled the stoppage of expenditure on Railways from the Famine Grant. For the same reason, the expenditure on Protective Irrigation Works has also been restricted to the amounts required to carry on works already begun.

RAILWAY REVENUE ACCOUNT.

160. The following table exhibits the main features of the Railway Revenue Account from 1890-91 :—

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
STATE RAILWAYS—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross Receipts	13,703,224	16,411,934	15,814,807	16,291,500	16,775,300	16,939,900
Working Expenses	6,771,940	8,214,480	7,944,868	8,087,500	8,259,100	8,401,800

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
Interest and other Charges—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
India	2,876,517	3,012,015	3,180,215	3,353,300	3,359,700	3,513,200
England	3,348,077	3,539,047	3,578,193	3,593,500	3,589,400	3,584,900
Exchange	1,093,987	1,536,862	2,152,731	2,253,500	2,311,000	2,560,700
Net Result	—387,297	+109,560	—1,041,200	—996,300	—743,900	—1,120,700
GUARANTEED RAILWAYS—						
Net Traffic Receipts	3,501,274	3,493,118	3,244,413	3,235,000	3,397,500	3,445,500
Surplus Profits, Interest and other Charges—						
India	523,919	794,087	614,020	615,800	608,200	655,200
England	2,354,130	2,114,159	2,145,297	2,154,900	2,154,700	2,154,500
Exchange	769,214	918,100	1,290,665	1,351,400	1,387,300	1,538,900
Net Result	—145,989	—333,22[illegible]	—805,569	—887,100	—752,700	—903,100
Other Receipts	31,480	32,994	17,883	25,200	33,700	23,000
Other Charges	185,485	125,190	18,166	135,900	134,100	129,100
STATISTICS—						
State Railways—						
Capital Expenditure to March 31st—						
Expenditure by Government	101,921,269	105,398,957	110,202,733	114,051,857	114,307,233	117,781,633
Ditto by Companies	21,793,709	22,709,508	23,513,080	25,223,208	24,334,780	25,236,280
TOTAL	123,714,978	128,108,465	133,715,813	139,275,065	138,642,013	143,017,913
Miles open on 1st April	11,055	12,757	13,106	13,506	13,433	13,893
Guaranteed Railways—						
Miles open on 1st April	3,243	2,588	2,588	2,588	2,587	2,587

161. The gross traffic receipts from State Railways are now expected to exceed the Budget Estimate in the current year by Rx. 483,800, while the working expenses are increased by Rx. 171,600, the net improvement being Rx. 312,200. *State Railways, 1893-94.*

The Budget Estimate was prepared for an increase of Rx. 476,700 over the Actuals of 1892-93, while the improvement now expected in the gross traffic receipts of 1893-94 over the Actuals of 1892-93 is Rx. 960,500.

The Railways named below contribute the increases, as compared with the Budget Estimate, noted against them :—

	Increase. Rx.
East Indian	170,000
Rajputana-Malwa	70,000
Eastern Bengal	80,000
North Western	180,000
Southern Mahratta	70,000
Oudh and Rohilkhand	15,000

These good results are due to an increase in coaching traffic, owing partly to the *Magh Mela* at Allahabad, and to improvement in jute, wheat, seeds, and coal traffic. These increases are to a certain extent absorbed by a fall in the receipts from other Railways of which the undernoted are the most important :—

	Decrease. Rx.
South Indian	40,000
Burma	87,500
Indian Midland	12,500

These decreases are the results of a falling-off in the goods traffic, owing to unfavourable crops and to dull markets.

Guaranteed Railways, 1893-94.

162. The gross receipts of the Madras Railway and the Bombay, Baroda and Central India Railway show improvements of Rx. 85,000 and Rx. 115,000 respectively, but indications are not wanting of a falling-off upon the first-named Railway. The Great Indian Peninsula showed a considerable falling-off in the earlier months of this year, but has been doing better lately. The net traffic receipts expected from the three Railways are Rx. 153,100 better than the Actuals of 1892-93, and Rx. 162,500 better than Budget Estimate of 1893-94.

State Railways, 1894-95.

163. The gross receipts of State Railways are estimated for 1894-95 at Rx. 164,600 in excess, and the net traffic receipts at Rx. 21,900 in excess of the Revised Estimate for 1893-94. These very moderate additions are fully justified by increased mileage. It is not considered safe to anticipate the larger revenue which several of the lines are bringing this year. The estimates of the East Indian Railway, the Eastern Bengal Railway, and the North-Western Railway are all placed below the receipts expected in 1893-94. The large deterioration in the "net result" shown in the table in paragraph 160 is caused by the addition of interest charges in India and by the increase in the charge for Exchange on interest and annuities paid in England.

Guaranteed Railways, 1894-95.

164. The net traffic receipts of the three Guaranteed Railways are placed at Rx. 48,000 in excess of the Revised Estimate, and Rx. 201,100 in excess of the Actuals of 1892-93. The Madras line is not expected to do better than in the present year, and it has not been thought prudent to calculate upon a repetition in 1894-95 of the most favourable results attained by the Bombay, Baroda and Central India in the current year. On the other hand, an improvement of Rx. 85,000 is expected on the Great Indian Peninsula Railway, on which the depression in 1893-94 has been abnormal.

IRRIGATION.

Irrigation.	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95. Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Major Works.						
Revenue { Direct Receipts.	1,284,683	1,404,737	1,510,730	1,323,700	1,333,600	1,391,600
Revenue { Land Revenue.	708,996	673,189	722,396	815,600	792,000	868,500
Expenditure { Working Expenses.	758,413	761,445	793,951	776,100	771,700	769,200
Expenditure { Interest	1,081,439	1,109,678	1,138,386	1,168,300	1,165,800	1,193,500
Net	+153,827	+206,803	+300,699	+194,900	+188,100	+297,400
Minor Works.						
Receipts	178,899	194,114	185,866	198,400	194,000	203,700
Expenditure	902,276	1,073,896	1,008,142	915,700	918,800	946,700
Statistics of Major Works.						
Capital Outlay to March	27,487,656	28,320,703	28,923,097	29,791,603	29,693,098	30,308,898

Irrigation, 1893-94.

165. The Revised Estimate of receipts is Rx. 18,100 below the Budget Estimate of 1893-94. This small decrease is the result of very considerable variations. A reduction of Rx. 20,000 occurs in the Punjab owing to restriction of irrigation due to abundant rainfall, while the North-Western Provinces contribute an excess of Rx. 25,200 owing to under-estimate of income from flow-irrigation and a general under-estimate of the revenue. Bengal also shows an improvement of Rx. 5,000. The share of land revenue is increased by Rx. 15,400 in the Punjab on the Bari Doab Canal, but it is decreased by Rx. 39,200 in Madras owing to an increase budgeted for not having been realised on account of the late date on which orders were issued in connection with the new settlement in the Tanjore District.

Irrigation, 1894-95.

166. The irrigation revenue is expected in 1894-95 to exceed the Revised Estimate of 1893-94 by Rx. 144,200.

This improvement falls under—

	Imperial.	Provincial and Local.	Total.
	Rx.	Rx.	Rx.
Direct Receipts—			
Major Works	83,000	—25,000	58,000
Minor Works	6,400	3,300	9,700
Share of Land Revenue—			
Major Works	76,500	...	76,500
Total	165,900	—21,700	144,200

The Imperial share of the improvement under direct receipts from Major Works is Rx. 83,000, and is mainly due to an increase of Rx. 80,900 in the Punjab. The estimated increase of Rx. 76,500 under share of land revenue is due chiefly to the introduction of the new settlement in the Tanjore District of the Madras Presidency.

Financial Results in 1891-92 and 1892-93 of Irrigation Works, for which Capital Accounts are kept.

167. The financial results obtained from Irrigation Works for which Capital and Revenue Accounts are kept during the years 1891-92 and 1892-93 are given below :—

	1891-92.	1892-93.
Major Works.	Rx.	Rx.
Capital Outlay—		
Direct and Indirect { During the year	859,239	614,290
Direct and Indirect { To end of year	29,636,329	30,250,620
Revenue Account—		
Gross Revenue	2,109,363	2,268,054
Maintenance and Working	840,994	880,694
Net Revenue	1,268,369	1,387,360
Interest	1,109,673	1,138,382
Net Profit	158,696	248,978
Percentage of net Revenue of the year on the Capital Outlay to end of the year	4·28	4·59
Minor Works.		
Capital Outlay—		
Direct and Indirect { During the year	75,333	99,452
Direct and Indirect { To end of year	4,636,651	4,736,103

MINOR WORKS.	1891-92.	1892-93.
	Rx.	Rx.
Revenue Account—		
Gross Revenue	534,192	481,567
Maintenance and Working	316,249	252,643
Net Revenue	217,943	228,924
Percentage of net Revenue of the year on the Capital Outlay to end of the year	4·70	4·83

The figures in this Table are taken from the administrative accounts. On Minor Works interest on the Capital Outlay is not charged, as the Capital expenditure is incurred from Revenue.

BUILDINGS AND ROADS.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
MILITARY WORKS—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
In Upper Burma	141,524	152,182	169,437	150,000	150,000	100,000
Elsewhere	1,079,152	1,062,336	1,027,362	1,049,700	1,041,000	906,800
Deduct receipts	44,045	49,794	45,274	42,700	46,900	46,800
Net	1,176,631	1,164,724	1,151,525	1,157,000	1,144,100	900,000
CIVIL WORKS—						
Imperial—						
Expenditure	721,860	881,358	772,731	837,600	841,700	661,100
Receipts	47,223	50,807	56,438	59,400	56,500	55,800
Provincial—						
Expenditure	2,188,276	2,461,115	2,162,357	2,280,600	2,162,400	2,026,000
Receipts	308,201	278,319	285,329	268,900	282,200	266,200
Local—						
Expenditure	1,600,095	1,651,761	1,714,593	1,772,700	1,742,200	1,795,200
Receipts	249,820	255,204	266,147	252,900	268,400	260,400

168. The Budget Estimates for 1894-95 for imperial and provincial Expenditure shew large reductions as compared with the Budget Estimates of 1893-94, which are necessary owing to the present financial position. The reductions are—

	Rx.
Military Works	192,900
Imperial Civil Works	176,500
Provincial Civil Works	254,600

Full details of the proposed appropriation of the outlay provided for in the Provincial Civil Works Estimates are not available at present, but the distribution of the expenditure in the Accounts of the past two years and the Budget Estimate of the current year is given below:—

	Actuals, 1891-92.	Actuals, 1892-93.	Budget, 1893-94.
	Rx.	Rx.	Rx.
Erection of new buildings	739,312	631,276	688,832
Construction of roads	287,676	230,421	245,044
Works of public improvement	176,099	93,331	85,035
Repairs of buildings	191,346	167,192	183,067
Repairs of roads	473,929	461,645	474,727
Repairs of works of public improvement	26,244	27,085	30,143
Establishment	453,075	482,943	489,389
Tools and plant	28,004	42,106	34,574
Suspense	32,071	—2,804	14,000
Miscellaneous expenditure by Civil Officers in charge of Public Works	53,359	29,162	35,789
TOTAL	2,461,115	2,162,357	2,280,600

ARMY SERVICES.

	Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	1894-95, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
EFFECTIVE SERVICES—						
Regimental Pay and allowances—						
India	7,212,677	7,081,464	7,327,119	7,635,400	7,834,200	7,864,500
England	1,062,587	1,018,679	1,327,172	1,130,000	1,337,100	1,313,900
Exchange	347,201	442,374	798,460	708,700	860,900	938,500
TOTAL	8,622,465	8,542,517	9,452,751	9,474,100	10,032,200	10,116,900
Less—Receipts	19,083	16,586	14,155	16,000	15,100	12,300
Net	8,603,382	8,525,931	9,438,596	9,458,100	10,017,100	10,104,600
Commissariat—						
India	3,068,452	3,681,012	3,664,059	3,383,100	3,464,400	3,585,000
England	52,772	47,266	42,567	34,500	31,800	22,100
Exchange	17,243	20,526	25,610	21,600	20,500	15,800
TOTAL	3,138,467	3,748,804	3,732,236	3,439,200	3,516,700	3,622,900
Less—Receipts	435,315	373,355	412,173	408,200	428,300	432,000
Net	2,703,152	3,375,449	3,320 063	3,031,000	3,088,400	3,190,900
Ordnance—						
India	715,984	724,316	790,195	902,100	818,900	912,200
England	728,274	841,464	593,772	543,000	555,000	448,500
Exchange	237,964	365,416	357,228	340,500	357,300	320,400
TOTAL	1,682,222	1,931,196	1,741,195	1,785,600	1,731,200	1,681,100
Less—Receipts	90,760	108,683	114,658	98,200	83,000	94,100
Net	1,591,462	1,822,513	1,626,537	1,687,400	1,648,200	1,587,000
Other Heads—						
Expenditure	3,504,367	4,034,978	3,736,616	3,702,700	3,453,600	3,386,200
Receipts	176,023	205,578	243,463	171,200	212,500	183,800
Net	3,328,344	3,829,400	3,493,153	3,531,500	3,241,100	3,202,400
NON-EFFECTIVE SERVICES—						
India	962,165	940,775	931,156	943,300	929,500	923,200
England	2,095,632	2,149,070	2,388,297	2,253,400	2,281,600	2,350,500
Exchange	684,750	933,261	1,436,860	1,413,100	1,469,000	1,678,900
TOTAL	3,742,547	4,023,106	4,756,313	4,609,800	4,680,100	4,952,600
Less—Receipts	64,454	76,202	79,871	75,500	86,500	87,500
Net	3,678,093	3,946,904	4,676,442	4,534,300	4,593,600	4,865,100
GRAND TOTAL—						
India	14,799,128	15,741,062	15,589,091	15,693,500	16,011,800	16,169,200
England	4,440,125	4,559,513	4,888,796	4,497,500	4,502,900	4,427,800
Exchange	1,450,815	1,980,026	2,941,224	2,820,400	2,899,100	3,162,700
TOTAL	20,690,068	22,280,601	23,419,111	23,011,400	23,413,800	23,759,700
Less—Receipts	785,635	780,404	864,320	769,100	825,400	809,700
Net	19,904,433	21,500,197	22,554,791	22,242,300	22,588,400	22,950,000

169. The expenditure in India continues to increase. Generally speaking the causes may be said to be—the fall in the rate of Exchange, which affects the amount of pay given to British troops in India, and the percentage of pay granted as Exchange compensation; the increase in the number of volunteers; the

greater cost of ammunition and appliances manufactured in India in consequence of the adoption of more elaborate and scientific armaments; the development of local manufactures of all kinds whereby the home charges have been reduced at the expense of the Indian Estimates; the occupation of Gilgit; and the increase in the price of food-supplies in India.

The expenditure in England shows promise of reduction. Exceptionally heavy outlay on Ordnance stores began in 1887-88 in connection with the arming of British troops with magazine rifles, with the supply of the new breech-loading field guns to Batteries in India, and with the completion of the mobilization reserves. These measures have now been practically completed.

This reduction in the Home charges is, however, to some extent counterbalanced by the increase in the effective charges due to the grant of deferred pay to the British Army, and by the increase in non-effective charges, namely, the pension charges for British troops who have served in India, and the pay and pension of non-effective and retired officers of the Indian service.

The increase under Exchange is due to the fall in the rate.

SPECIAL DEFENCE WORKS.

Expenditure on Defence Works since their commencement.

170. The following table shows the expenditure on "Special Defence Works":—

	Rx.
To end of 1886-87	150,409
1886-87	325,626
1887-88	456,017
1888-89	789,595
1889-90	689,481
1890-91	491,837
1891-92	604,848
1892-93	458,060
1893-94 Budget Estimate Rx. 536,600; Revised Estimate	342,000
1894-95 Budget "	152,300
	4,460,173

Revised Estimate, 1893-94.

171. The difference of Rx. 194,600 between the Revised and Budget Estimates is due to the expenditure in England on armaments and stores having been over-estimated and also to a reduced programme of works in India. The Budget Estimate for 1894-95 is less than the Revised Estimate for 1893-94 by Rx. 189,700, owing to the postponement of several works and to the approaching completion of the supply of stores and armaments for the Aden defence works.

172. The total expenditure on special defence works being estimated at Rx. 5,030,000, if the amounts provided in the Estimates for 1893-94 and 1894-95 are spent, there will remain Rx. 569,827 for Expenditure in 1895-96 and future years.

Section V.—Capital Expenditure on Public Works not charged against Revenue.

173. The Capital Outlay on Railways and Irrigation Works not charged to Revenue has been for many years limited to an annual sum of Rx. 3,500,000. As it was considered desirable to push on the construction of those useful works at a more rapid rate than that limit allowed, it was decided when the Famine Grant was restored that the whole amount available from that grant, after meeting direct Famine Relief Charges and the net charge on account of the Bengal-Nagpur and Indian Midland Railways, should be devoted to the

construction of Protective Railways. Accordingly, since 1890-91 the total limit on the annual Capital Expenditure on Railways and Canals has been Rx. 3,500,000, not charged to Revenue, *plus* the amount available from the Famine Grant, usually about Rx. 1,100,000.

In June 1892 the Secretary of State authorised the Government of India to increase the annual expenditure not charged to Revenue by Rx. 500,000 above the limit of Rx. 3,500,000 in cases where the Government of India are satisfied that the money can without inconvenience be supplied to enable Companies to undertake new lines of railway and extensions.

In 1894-95, as already explained, the financial necessities require the temporary suspension of the Famine Grant. The ordinary programme for Capital Expenditure has therefore had to be restricted to Rx. 3,500,000. The additional Rx. 500,000 provisionally sanctioned by the Secretary of State in June 1892 has also been entered in the Estimates in case it may be required for expenditure by Companies, and this provision brings the total estimate of the expenditure not charged to Revenue up to Rx. 4,000,000.

48.—STATE RAILWAYS—CONSTRUCTION.

1892-93.

174. The Budget grant for 1892-93 amounted to Rx. 4,615,000 as under:—

	Rx.
Normal amount provided under "Not charged to Revenue"	3,500,000
Deduct—Provision for Irrigation Works	550,000
Leaving for Railways	2,950,000
Add—for Bareilly Rampur-Moradabad Railway	375,000
" for Jherria Extension of East Indian Railway	160,000
Total under 48	3,485,000
Provided under 34	1,011,700
" " 37	118,300
	4,615,000

175. The Revised Estimate for that year provided for a total expenditure of Rx. 4,589,100 against which the actual expenditure incurred amounted to Rx. 4,640,893, thus exceeding the Revised Estimate by Rx. 51,793 and the Budget provision by Rx. 25,893.

The details are:—

	Revised. Rx.	Actuals. Rx.
48—State Railways—Construction	3,436,700	3,455,199
34—Construction of Protective Railways	993,900	984,469
37—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	158,500	201,225
TOTAL	4,589,100	4,640,893

Revised Estimate, 1893-94, and Budget Estimate, 1894-95.

176. The amounts provided for Railway Construction in the Estimates are as follow:—

	Budget, 1893-94.	Revised, 1893-94.	Budget, 1894-95.
	Rx.	Rx.	Rx.
34—Construction of Protective Railways	1,054,300	1,079,700	...
48—State Railways—Construction	2,800,000	2,947,700	3,450,000
TOTAL	3,854,300	4,027,400	3,450,000

177. The distribution of the amounts of the Revised Estimate for 1893-94 and of the Budget Estimate for 1894-95 is as follows:—

	Revised, 1893-94.	Budget, 1894-95.
Expenditure by State agency—		
Open Lines—	Rx.	Rx.
North-Western	220,400	220,000
Oudh and Rohilkhand	48,620	74,300
Eastern Bengal	109,400	90,000
Burma	62,240	40,000
Warora Colliery	10,660	25,000
Umaria Colliery	—4,370	4,400
Frontier Railway Reserve Material	13,690	700
Petroleum Operations	100	...
Nagpur-Chhatisgurh Depreciation Account	—600	...
TOTAL	460,040	454,400
Lines under construction—		
East Coast	996,800	760,000
Mu Valley	289,140	300,000
Lucknow-Rae Bareli	84,330	10,000
Bareilly-Rampur-Moradabad	386,550	138,600
Gradient Improvements on North Western	143,700	50,000
Mari-Attock	82,600	50,000
Mushkaf-Bolan	516,180	500,000
TOTAL	2,499,300	1,808,600
TOTAL STATE AGENCY	2,959,340	2,263,000
Expenditure by agency of Companies—		
Open Lines—		
East Indian, including Jherria Extension	541,100	240,000
Rajputana-Malwa System	50,400	97,000
Palanpur-Deesa	9,800	3,000
Tirhoot	18,300	80,000
Bhopal	22,500	14,000
Wardha Coal	...	2,000
Dhond and Manmad	10,700	13,000
South Indian	72,500	60,000
Guntakal Hindupur	10,400	5,000
Bezvada Extension	500	1,000
TOTAL	736,200	515,000
Lines under construction—		
Godhra-Rutlam	428,000	132,000
Assam-Bengal (land)	80,000	40,000
TOTAL	508,000	172,000
TOTAL COMPANY'S AGENCY	1,244,200	687,000
TOTAL ALLOTMENTS	4,203,540	2,950,000
Deduct—Lapses anticipated	112,900	...
Decrease in Stores Balance	4,090,640	...
Amount held in reserve for outlay through Companies	63,240	500,000
TOTAL GRANT	4,027,400	3,450,000

49.—IRRIGATION.

178. The figures of Accounts and Estimates for Capital Expenditure on Irrigation Works not charged to Revenue are—

Accounts, 1890-91.	Accounts, 1891-92.	Accounts, 1892-93.	1893-94. Budget.	1893-94. Revised.	Budget, 1894-95.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
483,849	729,664	531,091	750,000	695,400	550,000

The difference of Rx. 54,600 between the Revised and Budget Estimates represents the amount transferred to the grant under 48—State Railways. The decrease in the provision for the ensuing year is due to the restricted programme of expenditure necessitated by the existing financial pressure.

Section VI.—Ways and Means.

HOME TREASURY.

179. The Budget and Revised Estimates for 1893-94 and the Budget Estimate for 1894-95 of the transactions of the Home Treasury are as follow:—

	Budget, 1893-94.	Revised, 1893-94.	Budget 1894-95.
RECEIPTS.	£	£	£
Council Bills	18,700,000	9,400,000	17,000,000
Permanent Debt incurred	1,300,000	2,686,000	...
Temporary Debt incurred, net	...	6,000,000	2,300,000
Capital Receipts from Railway Companies	1,420,000	97,800	1,915,000
Deposits and Advances, net	2,200	3,600	—800
Add—Opening Balance	2,602,826	2,268,388	959,988
TOTAL	24,025,026	20,455,788	22,174,188
OUTGOINGS.			
Excess of Expenditure over Revenue	15,650,300	15,721,900	15,657,100
Expenditure not charged to Revenue	1,160,600	796,000	865,000
Permanent Debt discharged—			
Oudh and Rohilkhand Railway Debentures	729,000	729,000	...
South Indian Railway Debentures	520,200	520,200	...
India 5 per cent. and 4 per cent. Stock	...	2,100	...
Issues to Railway Companies on Capital Account	2,609,200	778,600	2,826,400
On account of Remittances from India, net	1,383,200	948,000	1,114,200
Add—Closing Balance	1,972,526	959,988	1,711,488
TOTAL	24,025,026	20,455,788	22,174,188

180. The most important event affecting the Ways and Means of the year was the failure for a time to sell bills on India after the closure of the Indian mints, with effect from 26th June 1893, to the free coinage of silver. It is now estimated that the total drawings of the Secretary of State in 1893-94 will be £9,400,000 against £18,700,000 entered in the Budget Estimate. The deficiency is met (1) by temporary loans to the extent of a net sum of £6,000,000; (2) by the issue of India 3½ per cent. debentures for £1,386,000; (3) by a reduc-

1893-94. Council Bills.

tion in the cash balances of £1,012,538; and (4) by reduced payments on account of Expenditure not charged to Revenue, of family remittances of officers from India, and of issues to Railway Companies.

1893-94. Permanent Sterling Debt.

181. It was stated in paragraph 93 of the last Financial Statement that a 3 per cent. sterling loan of £1,300,000 would be raised in 1893-94 for the discharge of Oudh and Rohilkhand and South Indian Railway Debentures and for advances to Railway Companies. This loan was raised at an average price of £98 17*s.* 3*d.* per cent.

In addition to the above loan, the Secretary of State issued in September 1893 £1,386,000 India 3½ per cent. debentures repayable after five years in 1898. This issue was required to meet to some extent the demands on the Home Treasury during the period in which the Council Bills were not sold.

1893-94. Temporary Sterling Loans.

182. It has already been mentioned that the failure of Council Bills for a time necessitated the provision of funds in England by temporary loans in 1893-94. The entries in the Revised Estimate on this account are as follow:—

	£
Temporary Debt incurred—	
Loans on security of India Bills	6,000,000
Loans on security of East India Bonds	4,750,000
TOTAL	10,750,000
Temporary Debt discharged—	
Loans on security of East India Bonds	4,750,000
NET	6,000,000

The India Bills have a currency of six months only and were raised—

(1) £2,000,000 in November 1893 at an average rate of interest of £2 16*s.* 7*d.* per cent. per annum;
(2) £1,500,000 in December at £2 12*s.* 3*d.* per cent.; and
(3) £2,500,000 in January at £2 7*s.* 7*d.* per cent.

The loans on the security of East India Bonds were raised from time to time according to the requirements of the Home Treasury, and have been discharged with funds obtained by the issue of India Bills.

1893-94. Payments to Railway Companies.

183. The net payments to Railway Companies will be less by £508,400 than taken in the Budget Estimate. Most of the reduction occurs in the issue of funds for Stores and Establishment charges. The estimates of these issues are based on information supplied by the companies, and generally prove too high.

1893-94. Deposits and Advances.

184. The net receipts on account of "Deposits and Advances" are now expected to exceed the Budget Estimate owing to smaller advances having been made on account of Expenditure in England on Defence Works at Aden recoverable from the Imperial Government.

1893-94. Remittances from India

185. The reduction in the net payments on account of remittances is caused by (1) the abolition in August 1893, when Exchange Compensation Allowances were granted, of the system under which Military and some other officers were allowed to make family remittances through the Government Account; (2) the payments for railway stores having been less than the estimate; and (3) considerable repayments by Her Majesty's Treasury and other Public Departments in respect of advances or services in India.

1894-95. Home Treasury.

186. Provision is made in 1894-95 for a net payment to Railway Companies of their Deposits of £911,400 and for other net disbursements, excluding Loans and Council Bills, of £17,637,100.

1894-95. Ways and Means.

It will be seen that the present intention of the Secretary of State is to draw in 1894-95 £17,000,000 by bills on India, and to borrow by temporary loans a net sum of £2,300,000, partly to meet the net disbursements and partly to replenish the Home Treasury balances which have been reduced considerably below the normal amount in the current year.

The gross amount of the temporary loans is entered at £8,300,000; but provision is made for the repayment of the outstanding balance of those loans raised in 1893-94, namely, £6,000,000.

It should be understood that, in stating the present intentions of the Secretary of State, no sort of pledge is given that he will adhere to the programme.

INDIA.

Ways and Means in India.

187. The following is a summary of the Estimate of Ways and Means in India:—

	1893-94. Budget.	1893-94. Revised.	1894-95. Budget.
RECEIPTS.			
1. Excess of Revenue in India over the Expenditure charged against it	Rx. 23,869,800	Rx. 24,051,400	Rx. 26,538,900
2. Public Loan	3,000,000	3,499,100	...
3. Loan from Rampur State	220,000	220,000	...
4. Increase of the Unfunded Debt, mostly Savings Bank Deposits, net	882,200	598,400	490,500
5. Other items, net	700,500	1,138,100	885,100
6. *For Remittance to Secretary of State, net*	1,374,200	882,700	1,107,000
Add—Opening Balance	15,204,205	15,271,756	26,251,756
TOTAL	45,250,905	45,661,456	55,273,256
OUTGOINGS.			
7. Excess Expenditure charged to Provincial Balances.	751,200	478,800	1,184,400
8. Expenditure not charged to Revenue	1,661,600	2,334,600	2,517,100
9. Rupee Loan discharged	5,000	1,101,000	151,000
10. Loans to Municipalities, etc., net	—288,200	—858,300	491,100
11. *Issues on Capital Account to Railway Companies, net.*	376,400	152,800	102,500
12. Council Bills—*Sterling Amount*	18,522,100	9,857,500	17,000,000
13. Do. Exchange	11,579,700	6,343,300	12,142,900
Add—Closing Balance	12,643,105	26,251,756	21,684,256
TOTAL	45,250,905	45,661,456	55,273,256

The headings in italics are connected with, and explained by, the corresponding figures of the Secretary of State's account in England. The others refer to purely Indian transactions.

1893-94. Main Features.

188. It has been explained in Part I of this Statement that the failure to sell Council Bills for a time has led to a large accumulation of cash balances in India. It is now expected that the balance in the Indian Treasuries on 31st March 1894 will be Rx. 26,251,756 against Rx. 12,643,105 taken in the Budget Estimate. The increase of Rx. 13,608,651 is fully explained by the smaller payments of Council Bills, which with Exchange are entered in the Revised Estimate at Rx. 16,200,800 against Rx. 30,101,800 taken in the Budget Estimate. The other noticeable features in the Ways and Means of this year are (1) an increase of Rx. 500,000* in the 3½ per cent. Public Loan of the year; (2) the

* The amount entered in the statement in paragraph 187 is Rx. 499,100; the difference of Rx. 900 is due to a tenderer for that amount having failed to take up his allotment.

repayment of the greater part—Rx. 1,100,000—of the outstanding balance of the 4½ per cent. loans; (3) an unanticipated receipt from the Bombay Municipality of Rx. 420,600, the amount of the balance of its loan due to Government; (4) a reduction of Rx. 283,800 under "Unfunded Debt;" this is due to the growth of the Savings Banks balance being less than anticipated—a result of the notice of reduction in the rate of interest from 1st April 1894; and (5) a reduction in the receipts for remittances to England owing to the discontinuance of family remittances through Government of Military and other officers.

1893-94. New 3½ per cent. loan of Rx. 3,500,000.

189. By Notification No. 2984, published in the *Gazette of India Extraordinary* of 14th July 1893, tenders were invited, for a Public Loan of Rx. 3,500,000 at a rate of interest of 3½ per cent. per annum. The tenders received were opened simultaneously at Calcutta, Madras, and Bombay on the 15th August 1893. The average rate of issue was Rx96-3-2½ pies per cent.

In the Budget Statement of last year the probable amount of the loan in the year was stated as three crores. It was subsequently decided to discharge the outstanding balance of the 4½ per cent. loans, which matured on 15th September 1893, amounting to about 134 lakhs. This necessitated an increase in the amount of the new loan. An improvement in the cash balances, due to the repayment to the Government by the Bombay Municipality of a loan of 42 lakhs and to other causes, rendered it possible to restrict the increase to 50 lakhs. It was considered that the credit of the Indian Government now stands sufficiently high to justify the offer of 3½ per cent. only on the new loan instead of 4 per cent., the rate at which the Government of India has borrowed in India for many years. The quoted market price of the 3½ per cent. paper is now above par.

Discharge of 4½ per cent. loans.

190. Simultaneously with the issue of the Notification inviting tenders for the new 3½ per cent. loan of 1893-94 the balance of the 4½ per cent. loans of 1878 and 1879 (except the 7 shillings per cent. portion) was notified for discharge on 14th October 1893 by Notification No. 2985, dated 14th July 1893. An option was given to pay in 4½ per cent. Notes the amounts due on tenders for the new loan. It is now expected that the total payments in discharge of the 4½ per cent. loans will be Rx. 1,100,000 in the current year and Rx. 150,000 in 1894-95, and the estimates have been prepared accordingly.

1894-95. Main Features.

191. The Budget Estimate of 1894-95 provides for the payment of Council Bills for £17,000,000. Though the sterling amount is less than the Budget Estimate of 1893-94 by £1,700,000, equivalent at 1*s.* 2*d.* the rupee to Rx. 2,914,300, the decrease in the rupee payments will be only Rx. 958,900.

Owing to the large accumulation of cash balances, it will not be necessary to raise any loan in India in 1894-95, but, on the other hand, provision has been made to meet in full the demands of Local Governments and Administrations for advances to Municipalities and Local Bodies and also to meet an expenditure of Rx. 500,000 on Railway Construction in excess of the ordinary limit of Rx. 3,500,000 fixed for such expenditure from loans and balances.

Public loan.

192. Though it has above been stated that it is not the present intention of the Government of India to raise any loan in 1894-95, yet full liberty is reserved, as usual, to alter the programme now announced to any extent that may be considered desirable.

Savings Banks.

193. The following are the details of the transactions of Savings Banks during the last few years:—

Year.	Net additions to deposits ca. h.	Interest.	Total addition.
	Rx.	Rx.	Rx.
1887-88	656,300	224,000	880,300
1888-89	685,200	261,800	947,000
1889-90	—362,900	272,200	—90,700
1890 91	250,700	279,700	530,400
1891-92	517,900	306,200	824,100
1892-93	548,900	339,400	888,300
1893-94 Budget	438,600	372,400	811,000
1893-94 Revised	203,500	366,800	570,300
1894-95 Budget	111,400	325,800	437,200

The Post Office Savings Banks deposits would have shown the usual progressive increase but for the notice given of the reduction of the rate of interest from 3¾ to 3½ per cent. with effect from the 1st of April next. The withdrawals this year have been heavy since the issue of the notification on 30th December, and only a small net receipt is estimated for next year.

Loans to Municipalities, etc.

194. The *minus* figure under the head of Loans to Municipalities in the table in paragraph 187 is due to certain large repayments made during the year. It was stated in paragraph 100 of the last Financial Statement that the Bombay Port Trust took advantage of the favourable state of the money market to raise a 4 per cent. loan to repay Government in 1893-94 the balance of a 4½ per cent. loan of Rx. 616,100. A similar application from the Bombay Municipality for the repayment of a balance of about 42 lakhs was granted in the course of the year. The gross amount placed at the disposal of Local Governments for advances to Local Bodies, etc., in 1894-95 is Rx. 833,700, while the similar allotments for the two preceding years were Rx. 608,200 in 1893-94 and Rx. 662,900 in 1892-93. It was necessary in the previous year to curtail the demands of the Local Governments on a consideration of the ways and means of the year, but the present state of the balances has enabled Government to provide for the full amount asked for next year.

Cash balances.

195. The current year is now expected to close with a cash balance of Rx. 26,251,756 and for 1894-95 a closing balance of Rx. 21,684,256 is taken. The estimated transactions of the year thus result in a reduction in the balances by Rx. 4,567,500.

Section VII.—Summary.

196. The principal features in this Statement are—

(1) The Accounts of 1892-93 have closed with a deficit of Rx. 833,412.

(2) The Revised Estimates of 1893-94 show a deficit of Rx. 1,792,800, an amount somewhat in excess of that entered in the Budget Estimate, Rx. 1,595,100. There has been a decrease of Revenue under two important heads, Opium and Salt; but the Revenue generally has shown satisfactory progress, particularly the Railway Revenue. Notwithstanding the grant of Excharge Compensation Allowances, the expenditure of the year on the whole will not differ much from the amount entered in the Budget

Estimates. The rate of exchange is taken in the Revised Estimate at 1*s.* 2·6*d.* the rupee against the Budget rate of 1*s.* 2·75*d.*: this difference increases the direct charge under Exchange by Rx. 265,900.

(3) A loan of Rx. 3,500,000 at 3½ per cent. interest was raised in India at an average price of R96-3-2½ per centum. The balance (Rx. 1,341,400) of the 4½ per cent. loans was notified for discharge; Rx. 1,100,000 will be paid this year: the whole amount ceased to bear interest from the 14th October 1893.

(4) The Mints were closed to the free coinage of silver at the end of June 1893. For several months thereafter the Secretary of State was not able to sell Council Bills in any quantities. His drawings during 1893-94 are now estimated at £9,400,000, while the Budget Estimate was for £18,700,000. It has therefore been necessary to replenish the Home Treasury balances by temporary borrowing. The diminution in the drawings has at the same time caused a very large increase in the cash balances in India, which are now expected to amount on the 31st March 1894 to Rx. 26,251,756 against the Budget Estimate of Rx. 12,643,105.

(5) The Budget Estimates for 1894-95 show a deficit of Rx. 301,900.

(6) The deficit with which the Government of India were threatened in 1894-95 was between three crores and three-and-a-half crores of rupees. The measures by which the deficit has been reduced to the amount shown in the Estimates are—

(*a*) stringent economy in expenditure;
(*b*) the temporary suspension of a portion of the Famine Grant, Rx. 1,076,200;
(*c*) contributions from Provincial Governments, amounting to Rx. 405,000; and
(*d*) the imposition of Import Duties estimated to yield in 1894-95 a net return of Rx. 1,140,000.

(7) Apart from the new taxation, the Revenues are expected to yield a substantial increase in 1894-95. But the Opium Revenue shows a considerable decrease, the net Opium Revenue being taken at Rx. 4,138,300 as compared with the Budget Estimate for 1893-94 of Rx. 5,061,200.

(8) The rate of exchange is taken at 1*s.* 2*d.* the rupee as compared with 1*s.* 2¾*d.* in the Budget Estimate of 1893-94, and there is an addition to the direct expenditure under Exchange of Rx. 1,371,500; Exchange Compensation Allowances are estimated to cost in 1894-95 Rx. 1,113,300, of which Rx. 400,400 will be Provincial. In consequence of the sterling borrowing necessitated by the failure to sell Council Bills during a part of 1893-94, the Interest charges in England in 1894-95 will be considerably increased, but other decreases in sterling expenditure nearly counterbalance that increase.

(9) The Capital Expenditure on Railways and Irrigation Works not charged against Revenue is estimated at Rx. 3,643,100 in 1893-94 and at Rx. 4,000,000 in 1894-95. In 1893-94 there is in addition an expenditure on the Construction of Railways of Rx. 1,079,700

charged to the Famine Grant: expenditure from the Famine Grant on this account will not be incurred in 1894-95.

(10) It is expected that the Secretary of State will in 1894-95 sell Council Bills to the amount of £17,000,000 and will raise temporary loans of £8,300,000, out of which he will use £6,000,000 to repay the temporary loans borrowed in 1893-94. These announcements are accompanied by the usual reservation of entire liberty to the Secretary of State to vary the amounts to be obtained by bills or raised by loan as he may find occasion.

(11) It is estimated that the closing balance in the Treasuries in India on 31st March 1895 will amount to Rx. 21,684,256, and it is accordingly not intended to issue any public loan in India in 1894-95. Full liberty is however reserved to the Government of India to vary this intention in any way and to any extent which may be found expedient.

(12) The programme embodied in the Budget Estimates of 1894-95 is described as a programme of retrenchment and of vigilance intended to tide the Government over a transition period.

J. WESTLAND.

APPENDIX.

ACCOUNTS AND ESTIMATES.

Accounts	1892-93.
Revised Estimates . . .	1893-94.
Budget Estimates . . .	1894-95.

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General Statement of the Accounts and Estimates of the Revenue and Expenditure and Receipts and Disbursements of the Government of India, in India and in England.

	For details *vide* Statement.	RECEIPTS. Accounts, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
Revenue—					
Principal Heads of Revenue—					
Land Revenue	A	24,905,328	25,157,200	25,492,300	25,703,600
Opium	...	7,903,180	7,316,200	6,694,400	6,393,600
Salt	...	8,656,104	8,587,800	8,346,200	8,620,200
Stamps	...	4,448,540	4,434,100	4,551,000	4,561,800
Excise	...	5,242,443	5,145,900	5,357,900	5,317,600
Other Heads	...	9,821,780	9,849,300	9,772,400	11,000,300
TOTAL PRINCIPAL HEADS Rx.	...	61,067,375	60,490,500	60,214,200	61,606,100
Interest	A	869,727	893,600	874,600	856,800
Post Office, Telegraph, and Mint	„	2,736,953	2,720,800	2,738,200	2,656,500
Receipts by Civil Departments	„	1,607,870	1,635,500	1,636,100	1,611,700
Miscellaneous	„	876,994	982,900	960,900	982,700
Railways	„	19,077,103	19,551,700	20,206,500	20,408,400
Irrigation	„	2,418,902	2,337,700	2,319,600	2,463,800
Buildings and Roads	„	653,188	623,900	654,000	629,200
Receipts by Military Department	„	864,320	769,100	825,400	809,700
TOTAL REVENUE Rx.	...	90,172,438	90,005,700	90,429,500	92,024,900
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred)	C	...	3,265,800	10,052,800	2,149,000
Unfunded Debt (net Incurred)	„	963,902	882,200	598,400	499,500
Deposits and Advances (net)	„	749,274	...	4,576,100	...
Loans and Advances by Imperial Government (net Receipts)	„	...	564,400	1,032,300	1,900
Capital of Railway Companies (net Receipts)	„	692,280	...	...	...
Remittances (net)	„	128,840	...	313,000	...
Secretary of State's Bills drawn	„	16,532,215	18,700,000	9,400,000	17,000,000
TOTAL RECEIPTS	...	109,238,949	113,418,100	116,402,100	111,666,300
Balance on 1st April—India	...	17,287,005	15,204,205	15,271,756	26,251,756
England	...	4,122,626	2,602,826	2,268,388	959,988
GRAND TOTAL	...	130,648,580	131,225,131	133,942,244	138,878,044

	For details *vide* Statement.	DISBURSEMENTS. Accounts, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
Expenditure—					
Direct Demands on the Revenues	B	9,461,694	10,387,300	9,961,100	10,662,600
Interest	„	4,374,263	4,065,900	4,432,200	4,611,400
Post Office, Telegraph, and Mint	„	2,505,625	2,609,300	2,557,800	2,595,800
Salaries and Expenses of Civil Departments	„	14,259,912	14,472,000	14,559,600	14,959,200
Miscellaneous Civil Charges	„	5,537,840	5,538,100	5,619,100	5,754,000
Famine Relief and Insurance	„	1,116,103	1,159,800	1,138,300	55,000
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	„	339,487	75,100	77,100	24,400
Railway Revenue Account	„	20,924,155	21,545,800	21,803,500	22,538,300
Irrigation	„	2,940,479	2,860,100	2,856,300	2,909,400
Buildings and Roads	„	5,846,480	6,090,600	5,940,300	5,489,100
Army Services	„	23,419,111	23,011,400	23,413,800	23,759,700
Special Defence Works	„	458,060	536,600	342,000	152,300
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL Rx.	...	91,183,209	92,352,000	92,701,100	93,511,200
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year	End of B	103,250	...	116,400	...
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances	„	—280,609	—751,200	—595,200	—1,184,400
TOTAL EXPENDITURE CHARGED AGAINST REVENUE Rx.	...	91,005,850	91,600,800	92,222,300	92,326,800
Expenditure not charged to Revenue—					
Capital Outlay on Railways and Irrigation Works Rx.	End of B	3,986,290	3,550,000	3,643,100	4,000,000
Debt, Deposits, and Advances—					
Permanent Debt (net Discharged)	C	376,405	...	...	...
Deposits and Advances (net)	„	...	1,085,800	...	641,400
Loans and Advances by Imperial Government (net Advances)	„	356,268	...	...	...
Loans and Advances by Provincial Governments	„	493,340	276,200	174,000	493,000
Capital of Railway Companies (net Payments)	„	...	1,565,600	833,600	1,013,900
Remittances (net)	„	...	9,000	...	7,200
Secretary of State's Bills paid	„	16,890,283	18,522,100	9,857,500	17,000,000
TOTAL DISBURSEMENTS	...	113,108,436	116,609,500	106,730,500	115,482,300
Balance on 31st March—India	...	15,271,756	12,643,105	26,251,756	21,684,256
England	...	2,268,388	1,972,526	959,988	1,711,488
GRAND TOTAL	...	130,648,580	131,225,131	133,942,244	138,878,044

	Rx.	Rx.	Rx.	Rx.
Revenue	90,172,438	90,005,700	90,429,500	92,024,900
Expenditure chargeable thereon	91,005,850	91,600,800	92,222,300	92,326,800
Surplus (+) or Deficit (—)	—833,412	—1,595,100	—1,792,800	—301,900

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 22nd March 1894.

H. G. COWIE,
Deputy Comptroller General.

STEPHEN JACOB,
Comptroller General.

J. F. FINLAY,
Secretary to the Government of India.

A.—*STATEMENT of the REVENUE of INDIA, in India and in England.*

HEADS OF REVENUE.	ACCOUNTS, 1892-93.					REVISED ESTIMATE, 1893-94.				Increase + Decrease — of Revised, as compared with Budget Estimates, 1893-94.	BUDGET ESTIMATE, 1894-95.				Increase + Decrease — of Budget, 1894-95, as compared with Budget Estimates, 1893-94.	Increase + Decrease — of Budget, 1894-95, as compared with Revised Estimates, 1893-94.
	India.		England.	Exchange.* 1s. 2·985d.	Total.	India.		England.	Exchange.* 1s. 2·6d.	Total.	India.		England.	Exchange.* 1s. 2d.	Total.		
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.				Imperial.	Provincial and Local.					
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Principal Heads of Revenue—																	
I.—Land Revenue	15,843,354	9,061,974	...	...	24,905,328	16,347,200	9,145,100	£	Rx.	25,492,300	+ 335,100	16,790,600	8,913,000	...	...	25,703,600	+ 546,400	+ 211,300
II.—Opium	7,993,180	...	...	...	7,993,180	6,694,400	...	...	...	6,694,400	− 621,800	6,393,600	...	...	...	6,393,600	− 922,600	− 300,800
III.—Salt	8,625,046	31,058	...	...	8,656,104	8,318,600	27,600	...	...	8,340,200	− 241,600	8,598,800	30,400	..	...	8,629,200	+ 41,400	+ 283,000
IV.—Stamps	1,173,538	3,275,002	...	...	4,448,540	1,202,300	3,348,700	...	...	4,551,000	+ 116,900	1,206,100	3,355,700	...	...	4,561,800	+ 127,700	+ 10,800
V.—Excise	3,971,350	1,271,093	...	...	5,242,443	4,055,400	1,302,500	...	...	5,357,900	+ 212,000	4,026,100	1,291,500	...	..	5,317,600	+ 171,700	− 40,300
VI.—Provincial Rates	570	3,705,928	...	...	3,706,498	3,600	3,482,700	...	...	3,485,300	− 220,800	4,800	3,520,500	...	...	3,525,300	− 181,800	+ 39,000
VII.—Customs	1,600,232	17,401	...	...	1,617,633	1,641,500	17,200	...	...	1,658,700	− 6,500	2,856,300	16,600	...	...	2,872,900	+ 1,207,700	+ 1,214,200
VIII.—Assessed Taxes	965,212	720,929	...	...	1,686,141	991,700	738,600	...	...	1,730,300	+ 43,100	998,200	742,700	...	...	1,740,900	+ 53,700	+ 10,600
IX.—Forest	928,040	662,692	...	...	1,591,332	986,000	691,100	...	...	1,677,100	+ 88,300	954,200	691,800	...	...	1,646,000	+ 57,200	− 31,100
X.—Registration	216,480	213,584	...	...	430,064	215,100	212,400	...	...	427,500	− 1,800	221,200	218,800	...	...	440,000	+ 10,700	+ 12,500
XI.—Tributes from Native States	790,112	...	...	...	790,112	702,500	...	...	...	792,500	+ 20 800	775,200	...	...	...	775,200	+ 3,500	− 17,300
TOTAL	42,107,714	18,959,661	...	...	61,067,375	41,248,300	18,965,900	...	...	60,214,200	− 276,300	42,825,100	18,781,000	...	...	61,606,100	+ 1,115,600	+ 1,391,900
XII.—Interest	710,414	120,004	24,543	14,766	869,727	716,600	142,200	9,600	6,200	874,600	− 19,000	681,800	157,900	10,000	7,100	856,800	− 36,800	− 17,800
Post Office, Telegraph, and Mint—																		
XIII.—Post Office	1,481,264	7,611	...	...	1,488,875	1,541,800	7,900	...	...	1,549,700	+ 10,900	1,586,800	8,200	...	...	1,595,000	+ 56,200	+ 45,300
XIV.—Telegraph	922,487	...	9,525	5,731	937,743	957,000	...	2,100	1,300	960,400	+ 8,900	985,000	...	5,100	3,700	993,800	+ 42,300	+ 33,400
XV.—Mint	310,256	...	49	30	310,335	228,100	...	...	...	228,100	− 2,400	67,700	...	...	...	67,700	− 162,800	− 160,400
TOTAL	2,714,007	7,611	9,574	5,761	2,736,953	2,726,900	7,900	2,100	1,300	2,738,200	+ 17,400	2,639,500	8,200	5,100	3,700	2,656,500	− 64,300	− 81,700
Receipts by Civil Departments—																		
XVI.—Law and Justice { Courts	26,122	351,322	...	...	377,444	20,700	356,400	...	...	377,100	− 100	19,900	358,700	...	...	378,600	+ 1,400	+ 1,500
XVI.—Law and Justice { Jails	41,397	267,800	...	...	309,197	44,600	269,100	...	...	313,700	+ 1,400	46,700	277,300	..	...	324,000	+ 11,700	+ 10,300
XVII.—Police	15,967	380,000	...	...	395,967	14,400	393,300	...	...	407,700	+ 36,900	16,300	382,500	...	...	398,800	+ 28,000	− 8,900
XVIII.—Marine	29,036	127,819	...	...	156,855	31,500	126,400	...	...	157,900	− 54,700	11,000	127,200	...	...	138,200	− 74,400	− 19,700
XIX.—Education	1 216	209,071	...	...	210,287	1,400	215,700	...	...	217,100	+ 5,400	1,500	211,800	...	...	213,300	+ 1,600	− 3,800
XX.—Medical	219	66,708	3,094	1,861	71,882	500	68,500	1,700	1,100	71,800	+ 5,500	300	67,200	1,600	1,200	70,300	+ 4,000	− 1,500
XXI.—Scientific and other Minor Departments	10,780	74,639	515	310	86,244	10,900	79,200	400	300	90,800	+ 6,200	10,500	77,300	400	300	88,500	+ 3,900	− 2,300
TOTAL	124,737	1,477,359	3,609	2,171	1,607,870	124,000	1,508,600	2,100	1,400	1,636,100	+ 600	106,200	1,502,000	2,000	1,500	1,611,700	− 23,800	− 24,400
Miscellaneous—																		
XXII.—Receipts in aid of Superannuation, &c.	153,558	47,183	101,000	60,764	362,505	162,500	48,500	96,600	62,200	369,700	+ 22,900	151,800	48,700	95,200	68,000	363,700	+ 16,900	− 6,000
XXIII.—Stationery and Printing	32,412	48,429	...	...	80,841	22,600	53,600	...	...	83,200	+ 400	33,200	51,100	...	...	84,300	+ 1,500	+ 1,100
XXIV.—Exchange	19,680	...	...	...	19,680	102,000	...	...	...	102,000	− 78,000	150,000	...	...	...	150,000	− 30,000	+ 48,000
XXV.—Miscellaneous	95,686	306,749	7,197	4,330	413,962	99,600	302,000	2,700	1,700	406,000	+ 32,700	83,300	297,100	2,500	1,800	384,700	+ 11,400	− 21,300
TOTAL	301,342	402,361	108,197	65,094	876,994	393,600	404,100	99,300	63,900	960,900	− 22,000	418,300	396,900	97,700	69,800	982,700	− 200	+ 21,800
Railways—																		
XXVI.—State Railways (Gross Receipts)	14,810,148	1,004,291	230	138	15,814,807	15,767,700	1,007,300	200	100	16,775,300	+ 483,800	15,868,600	1,071,000	200	100	16,939,900	+ 648,400	+ 164,600
XXVII.—Guaranteed Companies (Net Traffic Receipts)	3,244,413	...	...	...	3,244,413	3,397,500	...	...	...	3,397,500	+ 162,500	3,445,500	...	...	...	3,445,500	+ 210,500	+ 48,000
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	17,883	...	...	...	17,883	33,700	...	...	...	33,700	+ 8,500	23,000	...	...	...	23,000	− 2,200	− 10,700
TOTAL	18,072,444	1,004,291	230	138	19,077,103	19,198,900	1,007,300	200	100	20,206,500	+ 654,800	19,337,100	1,071,000	200	100	20,408,400	+ 856,700	+ 201,900
Irrigation—																		
XXIX.—Major Works: Direct Receipts	761,139	749,591	...	...	1,510,730	608,400	725,200	...	...	1,333,600	+ 9,900	691,400	700,200	...	...	1,391,600	+ 67,900	+ 58,000
Portion of Land Revenue due to Irrigation	722,306	...	...	...	722,306	792,000	...	...	...	792,000	− 23,600	868,500	...	...	...	868,500	+ 52,900	+ 76,500
XXX.—Minor Works and Navigation	42,135	143,731	..	...	185,866	44,000	150,000	...	...	194,000	− 4,400	50,400	153,300	...	...	203,700	+ 5,300	+ 9,700
TOTAL	1,525,580	893,322	...	...	2,418,902	1,444,400	875,200	...	...	2,319,600	− 18,100	1,610,300	853,500	...		2,463,800	+ 126,100	+ 144,200
Buildings and Roads—																		
XXXI.—Military Works	45,274	...	...	...	45,274	46,900	...	...	...	46,900	+ 4,200	46,800	...	...	...	46,800	+ 4,100	− 100
XXXII.—Civil Works	12,067	551,476	27,704	16,667	607,914	14,600	550,600	25,500	16,400	607,100	+ 25,900	13,300	526,600	24,800	17,700	582,400	+ 1,200	− 24,700
TOTAL	57,341	551,476	27,704	16,667	653,188	61,500	550,600	25,500	16,400	654,000	+ 30,100	60,100	526,600	24,800	17,700	629,200	+ 5,300	− 24,800
Receipts by Military Department—																		
XXXIII.—Army: Effective	723,892	...	37,810	22,747	784,449	674 600	...	39,100	25,200	738,900	+ 45,300	682,100	...	23,400	16,700	722,200	+ 28,600	− 16,700
Non-effective	66,151	...	8,566	5,154	79,871	70,400	...	9,800	6,300	86,500	+ 11,000	70,400	...	10,000	7,100	87,500	+ 12,000	+ 1,000
TOTAL	790,043	...	46,376	27,901	864,320	745,000	...	48,900	31,500	825,400	+ 56,300	752,500	...	33,400	23,800	809,700	+ 40,600	− 15,700
TOTAL REVENUES	66,403,622	23,416,085	220,233	132,498	90,172,438	66,659,200	23,461,800	187,700	120,800	90,429,500	+ 423,800	68,430,900	23,297,100	173,200	123,700	92,024,900	+ 2,019,200	+ 1,595,400

* The columns headed "Exchange" show under the several heads of Revenue and Expenditure which include transactions in England the Exchange thereon calculated in accordance with the average Rate obtained or estimated to be obtained for Bills and Telegraphic Transfers sold during the year.

B.—*STATEMENT of the EXPENDITURE chargeable on the Revenues of India, in India and in England.*

HEADS OF EXPENDITURE.	ACCOUNTS, 1892-93. India. Imperial.	India. Provincial and Local.	England.	Exchange.* 1s. 2·985d.	Total.	REVISED ESTIMATE, 1893-94. India. Imperial.	India. Provincial and Local.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Direct Demands on the Revenues—							
1.—Refunds and Drawbacks	178,971	78,317	...	...	257,288	183,500	76,200
2.—Assignments and Compensations	520,231	1,041,545	...	...	1,567,776	515,200	1,044,100
Charges in respect of Collection, *viz.*:—							
3.—Land Revenue	375,811	3,559,583	594	357	3,936,345	392,400	3,661,200
4.—Opium (including cost of Production)	1,601,381	...	696	419	1,602,496	1,883,100	...
5.—Salt (including cost of Production)	393,768	63,805	708	420	458,707	411,100	60,100
6.—Stamps	—29 841	121,011	31,277	18,817	141,264	—36,900	131,200
7.—Excise	146,291	46,722	...	...	193,013	147,000	46,900
8.—Provincial Rates	...	55,659	...	...	55,659	...	56,700
9.—Customs	52,631	87,979	15	9	140,634	53,400	91,600
10.—Assessed Taxes	15,135	15,036	...	...	30,171	15,900	15,600
11.—Forest	479,544	382,835	1,777	1,069	865,225	514,300	404,700
12.—Registration	107,085	106,031	...	...	213,116	111,800	110,700
TOTAL	3,847,007	5,558,523	35,067	21,097	9,461,694	4,190,800	5,699,000
Interest—							
13.—Interest on Debt† other than that charged to Railways and Irrigation Works	—135,787	95,720	2,433,496	1,464,053	3,857,482	—332,000	109,000
14.—Interest on other Obligations	513,421	3,006	221	133	516,781	544,700	3,400
TOTAL	377,634	98,726	2,433,717	1,464,186	4,374,263	212,700	112,400
Post Office, Telegraph, and Mint—							
15.—Post Office	1,251,020	114,317	95,058	57,550	1,518,545	1,273,100	118,600
16.—Telegraph	647,208	...	142,271	85,594	875,073	681,100	...
17.—Mint	95,614	...	10,235	6,158	112,007	75,900	...
TOTAL	1,993,842	114,317	248,164	149,302	2,505,625	2,030,100	118,600
Salaries and Expenses of Civil Departments—							
18.—General Administration	613,352	849,186	255,545	153,742	1,871,825	643,800	875,800
19.—Law and Justice { Courts	114,860	2,701,264	617	371	2,877,112	123,600	2,866,500
19.—Law and Justice { Jails	163,761	754,299	...	...	918,060	163,400	754,400
20.—Police	710,061	3,163,584	...	...	3,873,645	698,800	3,176,700
21.—Marine (including River Navigation)	237,854	154,021	290,476	174,758	857,109	211,300	163,600
22.—Education	24,210	1,410,024	1,742	1,048	1,437,024	26,000	1,439,600
23.—Ecclesiastical	167,627	...	300	180	168,107	175,200	...
24.—Medical	39,213	886,952	9,663	5,814	941,642	42,100	918,500
25.—Political	734,623	71,735	22,327	13,432	842,117	831,700	65,900
26.—Scientific and other Minor Departments	242,893	159,701	44,128	26,549	473,271	242,700	176,900
TOTAL	3,048,454	10,210,766	624,798	375,894	14,259,912	3,158,600	10,437,900
Miscellaneous Civil Charges—							
27.—Territorial and Political Pensions	494,796	...	29,218	17,578	541,592	476,800	...
28.—Civil Furlough and Absentee Allowances	1,335	...	207,826	125,033	334,194	1,000	...
29.—Superannuation Allowances and Pensions	84,478	796,712	1,810,546	1,089,270	3,781,006	86,000	824,000
30.—Stationery and Printing	94,405	468,893	52,868	31,807	647,973	118,500	486,900
32.—Miscellaneous	44,837	151,418	22,989	13,831	233,075	64,800	136,200
TOTAL	719,851	1,417,023	2,123,447	1,277,519	5,537,840	747,100	1,467,100
Famine Relief and Insurance—							
33.—Famine Relief	17,296	53,545	...	...	70,841	...	2,800
34.—Construction of Protective Railways	984,469	...	...	...	984,469	1,079,700	...
35.—Construction of Protective Irrigation Works	55,054	...	3,583	2,156	60,793	55,600	...
TOTAL††	1,056,819	53,545	3,583	2,156	1,116,103	1,135,300	2,800
Carried over	11,043,607	17,452,900	5,468,776	3,290,154	37,255,437	11,474,600	17,837,800

* See foot-note to Statement A.

† The "Interest on Debt" is distributed as follows:—

	Accounts, 1892-93. India.	England.	Exchange.	Total.	Revised Estimate, 1893-94. India.	England.	Exchange.	Total.
	Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.
Interest on Debt (other than that charged to Railways and Irrigation Works) as above	—40,067	2,433,496	1,464,053	3,857,482	—223,000	2,498,300	1,608,500	3,883,800
Under Railway Revenue Account	3,169,522	1,222,191	735,301	5,127,014	3,347,800	1,314,400	781,800	5,343,400
Under Irrigation	1,138,386	...	...	1,138,386	1,165,800	...	...	1,165,800
TOTAL	4,267,841	3,655,687	2,199,354	10,122,882	4,290,000	3,812,700	2,390,300	10,391,000

ESTIMATE, 1893-94. England.	Exchange.* 1s. 4·0d.	Total.	Increase+ Decrease— of Revised, as compared with Budget Estimates, 1893-94.	BUDGET ESTIMATE, 1894-95. India. Imperial.	India. Provincial and Local.	England.	Exchange.* 1s. 2d.	Total.	Increase + Decrease — of Budget, 1894-95, as compared with Budget Estimates, 1893-94.	Increase+ Decrease— of Budget, 1894-95, as compared with Revised Estimates, 1893-94.
£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
...	...	259,700	+34,800	160,400	71,200	...	...	231,600	+6,700	—28,100
...	...	1,559,300	+81,400	525,700	1,050,900	...	...	1,576,600	+98,700	+17,300
100	100	4,053,800	—58,500	418,100	3,767,700	600	400	4,186,800	+74,500	+133,000
1,100	700	1,884,900	—370,100	2,253,900	...	800	600	2,255,300	+300	+370,400
1,300	800	473,300	—37,500	450,200	68,100	200	100	518,600	+7,800	+45,300
39,400	25,300	159,000	+4,300	—38,800	133,800	49,000	35,000	179,000	+24,300	+20,000
100	100	194,100	—14,700	155,500	49,700	...	...	205,200	—3,600	+11,100
...	...	56,700	+3,200	...	53,000	...	...	53,000	—500	—3,700
200	100	145,300	+500	114,600	94,600	200	100	209,500	+64,700	+64,200
...	...	31,500	—900	16,400	16,300	...	..	32,700	+300	+1,200
1,200	800	921,000	—69,200	550,800	432,400	700	500	984,400	—5,800	+63,400
...	...	222,500	+500	115,500	114,400	...	...	229,900	+7,900	+7,400
43,400	27,900	9,961,100	—426,200	4,722,300	5,852,100	51,500	36,700	10,662,600	+275,300	+701,500
2,498,300	1,608,500	3,883,800	+368,100	—615,500	122,300	2,682,700	1,916,200	4,105,700	+590,000	+221,900
200	100	548,400	—1,800	502,100	3,300	200	100	505,700	—44,500	—42,700
2,498,500	1,608,600	4,432,200	+366,300	—113,400	125,600	2,682,900	1,916,300	4,611,400	+545,500	+179,200
102,500	66,000	1,560,200	—28,100	1,310,400	121,300	102,900	73,500	1,608,100	+19,800	+47,900
142,000	91,400	914,500	—2,300	698,600	...	128,500	92,100	919,600	+2,800	+5,100
4,400	2,800	83,100	—21,100	64,200	...	2,300	1,600	68,100	—36,100	—15,000
248,900	160,200	2,557,800	—81,500	2,073,200	121,300	234,100	167,200	2,595,800	—13,500	+38,000
267,600	172,300	1,959,500	+76,900	651,300	894,700	252,500	180,600	1,979,500	+96,900	+20,000
300	200	2,990,600	+88,000	118,600	2,923,400	1,100	800	3,043,900	+141,300	+53,300
...	...	917,800	—15,800	162,400	797,600	...	...	960,000	+26,400	+42,200
600	400	3,876,900	—84,000	688,700	3,353,400	500	400	4,043,000	+82,500	+166,500
244,700	157,500	777,100	—64,500	232,000	150,400	184,400	131,500	698,000	—143,600	—79,100
1,700	1,100	1,468,400	—47,000	29,700	1,513,000	1,500	1,100	1,545,300	+29,900	+76,900
200	100	175,500	+4,000	186,200	...	300	200	186,700	+15,200	+11,200
6,800	4,400	971,800	+22,600	43,500	950,400	6,800	4,900	1,005,600	+56,400	+33,800
22,000	14,200	933,800	+98,100	874,100	72,200	22,200	15,900	984,400	+148,700	+50,600
42,000	27,000	488,600	+9,300	253,600	184,000	43,900	31,300	512,800	+33,500	+24,200
585,900	377,200	14,559,600	+87,600	3,240,100	10,839,100	513,300	366,700	14,959,200	+487,200	+399,600
22,000	14,200	513,000	—16,400	466,000	...	11,100	7,900	485,000	—44,400	—28,000
200,200	128,900	330,100	—10,900	1,000	...	208,000	148,600	357,600	+16,600	+27,500
1,772,900	1,141,400	3,824,300	+35,000	87,100	846,800	1,779,500	1,271,100	3,984,500	+195,200	+160,200
91,200	33,000	689,600	+54,500	106,700	495,400	45,300	32,400	679,800	+44,700	—9,800
25,000	16,100	262,100	+18,800	39,200	172,400	20,700	14,800	247,100	+3,800	—15,000
2,071,300	1,333,600	5,619,100	+81,000	700,000	1,514,600	2,064,600	1,474,800	5,754,000	+215,900	+134,900
...	...	2,800	—37,700	...	10,000	...	...	10,000	—30,500	+7,200
...	...	1,079,700	+25,400	...	...	...	...	...	—1,054,300	—1,079,700
100	100	55,600	—9,200	45,000	...	...	...	45,000	—20,000	—10,800
100	100	1,138,300	—21,500	45,000	10,000	...	...	55,000	—1,104,800	—1,083,300
5,448,100	3,507,600	38,268 100	+35,700	10,667,200	18,462,700	5,546,400	3,961,700	38,638,000	+405,600	+369,900

BUDGET ESTIMATE, 1894-95. India.	England.	Exchange.	Total.
Rx.	£	Rx.	Rx.
—493,200	2,682,700	1,916,200	4,105,700
3,498,700	1,202,100	898,700	5,559,500
1,193,500	...	...	1,193,500
4,199,000	3,884,800	2,774,900	10,858,700

†† The following further sums, which are included under XXVI and 38 State Railways, are chargeable to the grant for Famine Relief and Insurance as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—

	Accounts, 1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
Indian Midland Railway	253,650	248,300	242,100
Bengal-Nagpur Railway	130,247	113,400	126,700
TOTAL	383,897	361,700	368,800

B.—*STATEMENT of the EXPENDITURE chargeable on the Revenues of India, in India and in England*—continued.

HEADS OF EXPENDITURE.	ACCOUNTS, 1892-93. India. Imperial.	India. Provincial and Local.	England.	Exchange.* 1s. 2·985d.	Total.	REVISED ESTIMATE, 1893-94. India. Imperial.	India. Provincial and Local.
	Rx.	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Brought forward .	11,043,607	17,452,900	5,468,776	3,290,154	37,255,437	11,474,600	17,837,800
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	201,225	138,262	...	...	339,487	...	77,100
Railway Revenue Account—							
38.—State Railways: Working Expenses .	7,579,288	365,580	...	...	7,944,868	7,870 800	388,300
Interest on Debt . .	2,939,735	210,372	1,017,092	611,908	4,779,107	3,115,100	212,700
Annuities in purchase of Railways . . .	...	...	1,696,651	1,020,748	2,717,399	...	...
Interest chargeable against Companies on Advances .	...	...	205,099	123,393	328,492	...	...
Interest on Capital deposited by Companies .	30,108	...	659,351	396,682	1,086,141	31,900	...
39.—Guaranteed Companies: Surplus Profits, Land and Supervision .	611,347	...	...	...	611,347	605,800	...
Interest . .	2,073	...	2,145,297	1,290,665	3,438,035	2,400	...
40.—Subsidized Companies: Land, &c. .	12,383	16,643	...	...	29,020	8,000	14,300
41.—Miscellaneous Railway Expenditure .	—10,860	...	...	...	—10,860	110,000	1,200
TOTAL .	11,164,674	592,595	5,723,490	3,443,390	20,924,155	11,744,600	616,500
Irrigation—							
42.—Major Works: Working Expenses .	410,603	383,348	...	...	793,951	301,500	380,200
Interest on Debt .	605,959	532,427	...	...	1,138,386	629,700	536,100
43.—Minor Works and Navigation . .	390,253	616,962	579	348	1,008,142	328,900	588,300
TOTAL .	1,406,815	1,532,737	579	348	2,940,479	1,350,100	1,504,600
Buildings and Roads—							
44.—Military Works	1,131,728	...	40,028	24,443	1,196,799	1,160,300	...
45.—Civil Works	635,087	3,876,950	85,040	51,704	4,049,681	697,100	3,904,600
TOTAL .	1,766,815	3,876,950	126,568	76,147	5,846,480	1,803,400	3,904,600
Army Services—							
46.—Army: Effective	14,657,935	...	2,500,499	1,504,364	18,662,798	15,082,300	...
Non-Effective . . .	931,156	...	2,388,297	1,436,860	4,756,313	929,500	...
TOTAL .	15,589,091	..	4,888,796	2,941,224	23,419,111	16,011,800	...
Special Defence Works—							
47.—Special Defence Works . . .	255,723	...	126,332	76,005	458,060	163,300	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	41,427,950	23,593,444	16,334,541	9,827,274	91,183,209	42,607,800	23,940,600
Add—Portion of Allotments to Provincial Governments not spent by them in the year	...	103,250	...	...	103,250	...	116,400
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances .	...	—280,609	...	...	—280,609	...	—595,200
Total Expenditure charged against Revenue	41,427,950	23,416,085	16,334,541	9,827,274	91,005,850	42,607,800	23,461,800

	ACCOUNTS, 1892-93. India.	England.	Exchange.	Total.
Expenditure not charged to Revenue—				
Capital Outlay, Railways and Irrigation Works—	*Rx.*	£	*Rx.*	*Rx.*
48.—State Railways	1,798,040	1,034,673	622,486	3,455,199
49.—Irrigation Works	521,789	5,808	3,494	531,091
TOTAL .	2,319,829	1,040,481	625,980	3,986,290

* See foot-note to Statement A.

ESTIMATE, 1893-94. England.	Exchange* 1s. 2·6d.	Total.	Increase + Decrease— of Revised, as compared with Budget Estimates, 1893-94.	BUDGET ESTIMATE, 1894-95. India. Imperial.	India. Provincial and Local.	England.	Exchange* 1s. 2d.	Total.	Increase + Decrease— of Budget, 1894-95, as compared with Budget Estimates, 1893-94.	Increase + Decrease— of Budget, 1894-95, as compared with Revised Estimates, 1893-94.
£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*
5,448,100	3,507,600	38,268,100	+ 35,700	10,667,200	18,462,700	5,546,400	3,961,700	38,638,000	+ 405,600	+ 369,900
...	...	77,100	+ 2,000	...	24,400	..	...	24,400	− 50,700	− 52,700
...	...	8,259,100	+ 171,000	7,992,500	409,300	...	...	8,401,800	+ 314,300	+ 142,700
997,500	642,200	4,967,500	+ 22,200	3,264,500	214,800	983,200	702,300	5,164,800	+ 219,500	+ 197,300
1,695,400	1,091,600	2,787,000	+ 21,400	...	...	1,702,700	1,216,200	2,918,900	+ 153,300	+ 131,900
216,900	139,600	356,500	+ 3,600	...	...	218,900	156,400	375,300	+ 22,400	+ 18,800
679,600	437,600	1,149,100	+ 12,600	33,900	...	680,100	485,800	1,199,800	+ 63 300	+ 50,700
...	...	605,800	− 7,400	651,600	...	...	...	651,600	+ 38,400	+ 45,800
2,154,700	1,387,300	3,544,400	+ 35,500	3,600	...	2,154,500	1,538,900	3,697,000	+ 108,100	+ 152,600
...	...	22,990	− 5,500	5,000	14,100	...	...	19,100	− 9,300	− 3,800
...	...	111,200	+ 3,700	110,000	...	...	...	110,000	+ 2,500	− 1,200
5,744,100	3,698,300	21,803,500	+ 257,700	12,967,100	638,200	5,739,400	4,099,600	22,538,300	+ 992,500	+ 734,800
...	...	771,700	− 4,400	385,000	384,200	...	...	769,200	− 6,900	− 2,500
...	...	1,105,800	− 2,500	653,000	539,600	...	...	1,193,500	+ 25,200	+ 27,700
1,000	600	918,800	+ 3,100	3,400	611,200	700	500	946,700	+ 31,000	+ 27,900
1,000	600	2,850,300	− 3,800	1,373,200	1,535,000	700	500	2,909,400	+ 49,300	+ 53,100
15,000	9,700	1,151,000	− 8,700	990,500	...	9,500	6,800	1,006,800	− 192,900	− 184,200
89,800	57,800	4,740,300	− 141,600	517,300	3,821,200	83,900	59,900	4,482,300	− 408,600	− 367,000
104,800	67,500	5,940,300	− 150,300	1,507,800	3,821,200	93,400	66,700	5,489,100	− 601,500	− 451,200
2,221,300	1,430,100	18,733,700	+ 332,100	15,246,000	...	2,077,300	1,483,800	18,807,100	+ 405,500	+ 73,400
2,281,600	1,469,000	4,980,100	+ 70,300	923,200	...	2,350,500	1,678,900	4,952,600	+ 342,800	+ 272,500
4,502,900	2,899,100	23,413,800	+ 402,400	16,169,200	...	4,427,800	3,162,700	23,759,700	+ 748,300	+ 345,900
108,700	70,000	342,000	− 194,600	113,500	...	22,600	16,200	152,300	− 384,300	− 189,700
15,907,600	10,243,100	92,701,100	+ 349,100	41,892,000	24,481,500	15,830,300	11,307,400	93,511,200	+ 1,159,200	+ 810,100
...	...	116,400	+ 272,400	...	...	...	...	...	− 433,200	− 705,600
...	...	− 595,200		...	− 1,184,400	...	...	− 1,184,400		
15,907,600	10,243,100	92,222,300	+ 621,500	41,892,000	23,297,100	15,830,300	11,307,400	92,326,800	+ 726,000	+ 104,500

REVISED ESTIMATE, 1893-94. India.	England.	Exchange.	Total.	BUDGET ESTIMATE, 1894-95. India.	England.	Exchange.	Total.
Rx.	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
1,667,200	782,000	503,500	2,947,700	1,975,700	860,000	614,300	3,450,000
672,400	14,000	9,000	655,400	541,400	5,000	3,600	550,000
2,339,600	796,000	512,500	3,643,100	2,517,100	865,000	617,900	4,000,000

* See foot-note to Statement A.

C.—*Statement of Receipts and Disbursements*

	Accounts, 1892-93.			Revised Estimate, 1893-94.			Budget Estimate, 1894-95.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Revenue (from Statement A)	89,819,707	220,233	90,039,940	90,121,000	187,700	90,308,700	91,728,000	173,200	91,901,200
Exchange added to Revenue	132,498	...	132,498	120,800	...	120,800	123,700	...	123,700
Total	89,952,205	220,233	90,172,438	90,241,800	187,700	90,429,500	91,851,700	173,200	92,024,900
Permanent Debt incurred—									
Sterling Debt—									
3 p. c. Stock	...	1,300,000		...	4,300,000		...	...	
3½ p. c. Debentures	...	...		...	1,386,000		...	...	
Temporary Loans	...	...		...	10,750,000		...	8,300,000	
Rupee Debt—									
Rupee Loan	23	...		3,499,100	...		...	...	
Loan from Rampur State	250,000	...		220,000	...		...	...	
Total	250,023	1,300,000	1,550,023	3,719,100	13,436,000	17,155,100	...	8,300,000	8,300,000
Net			...			10,052,800			2,149,000
Unfunded Debt—									
Treasury Notes	900	...		8,000	...		...	...	
Deposits of Service Funds	135,225	...		142,400	...		143,400	...	
Savings Bank Deposits	4,223,923	...		4,196,100	...		4,025,200	...	
Total	4,360,048	...	4,360,048	4,340,500	...	4,346,500	4,168,600	...	4,168,600
Net			963,902			598,400			490,500
Deposits and Advances—									
Balances of Provincial Allotments	103,250	...		116,400	...		...	...	
Excluded Local Funds	728,536	...		837,600	...		850,400	...	
Political and Railway Funds	332,727	...		433,200	...		401,400	...	
Deposits of Sinking Funds	4,493	...		9,100	...		38,000	...	
Departmental and Judicial Deposits	16,153,386	...		17,855,100	...		16,714,000	...	
Advances	14,905,174	4,471		7,024,500	4,000		3,043,700	200	
Suspense Accounts	75,572	...		77,200	...		8,900	...	
Exchange on Remittance Accounts, net	1,160,364	...		5,094,800	...		413,400	...	
Miscellaneous	123,870	...		45,000	...		45,000	...	
Total	33,587,381	4,471	33,591,852	31,492,900	4,000	31,496,900	21,514,800	200	21,515,000
Net			749,274			4,576,100			...
Carried over	128,149,657	1,524,704		129,800,300	13,627,700		117,535,100	8,473,400	

of the Government of India, in India and in England.

	Accounts, 1892-93.			Revised Estimate, 1893-94.			Budget Estimate, 1894-95.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Expenditure, Imperial and Provincial (from Statement B)	65,021,394	16,334,541	81,355,935	66,548,400	15,909,600	82,458,000	66,373,500	15,830,300	82,203,800
Exchange, charged as Expenditure	9,827,274	...	9,827,274	10,243,100	...	10,243,100	11,307,400	...	11,307,400
Add—Provincial Surpluses, transferred to "Deposits"	103,250	...	103,250	116,400	...	116,400	...	...	...
Deduct—Provincial Deficits, charged against "Deposits"	*280,609*	...	*280,609*	*595,200*	...	*595,200*	*1,184,400*	...	*1,184,400*
Total	74,671,309	16,334,541	91,005,850	76,312,700	15,909,600	92,222,300	76,496,500	15,830,300	92,326,800
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works	2,319,829	1,040,481		2,334,600	796,000		2,517,100	865,000	
Exchange on Expenditure not charged to Revenue	625,980	...		512,500	...		617,900	...	
Total	2,945,809	1,040,481	3,986,290	2,847,100	796,000	3,643,100	3,135,000	865,000	4,000,000
Permanent Debt discharged—									
Sterling Debt—									
India 5 p. c. Stock	...	400		...	100		...	...	
India 4 p. c. Stock	...	940		...	2,000		...	...	
India 3½ p. c. Debentures	...	...		...	...		...	...	
Oudh and Rohilkhund Railway Debentures	...	1,770,300		...	729,000		...	...	
South Indian Railway Debentures	...	150,000		...	520,200		...	...	
Temporary Loans discharged	...	...		...	4,750,000		...	6,000,000	
Rupee Debt—									
5½ p. c. Loans	1,200	...		200	...		...	...	
5 p. c. Loans	220	...		100	...		...	...	
4½ p. c. Loans	1,900	...		1,100,600	...		150,000	...	
4 p. c. Loans	1,410	...		...	...		1,000	...	
Provincial Debentures	...	...		100	...		...	...	
Stock Notes	58	...		...	...		...	...	
Total	4,788	1,921,640	1,926,428	1,101,000	6,001,300	7,102,300	151,000	6,000,000	6,151,000
Net			376,405			...			...
Unfunded Debt—									
Special Loans	88	...		300	...		...	...	
Treasury Notes	700	...		7,400	...		...	...	
Deposits of Service Funds	93,774	...		99,500	...		99,500	...	
Savings Bank Deposits	3,301,584	...		3,640,900	...		3,578,600	...	
Total	3,396,146	...	3,396,146	3,748,100	...	3,748,100	3,678,100	...	3,678,100
Net			...			...			...
Deposits and Advances—									
Balances of Provincial Allotments	280,609	...		595,200	...		1,184,400	...	
Excluded Local Funds	728,239	...		800,600	...		838,300	...	
Political and Railway Funds	331,618	...		421,100	...		382,900	...	
Departmental and Judicial Deposits	15,890,673	...		17,338,100	...		16,799,900	...	
Advances	15,141,786	4,236		7,398,500	200		2,878,900	1,000	
Suspense Accounts	204,778	...		30,600	...		26,000	...	
Miscellaneous	259,780	859		336,300	200		45,000	...	
Total	32,837,483	5,095	32,842,578	26,920,400	400	26,920,800	22,155,400	1,000	22,156,400
Net			...			...			641,400
Carried over	113,855,535	19,301,757		110,929,300	22,707,300		105,616,000	22,696,300	

C.—*Statement of Receipts and Disbursements of the Government of India, in India and in England*—continued.

	Accounts, 1892-93.			Revised Estimate, 1893-94.			Budget Estimate, 1894-95.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Brought forward	128,140,657	1,524,704		129,800,300	13,027,700		117,535,100	8,473,400	
Loans and Advances by Imperial Government	151,968	...	151,968	1,178,400	...	1,178,400	114,200	...	114,200
Net			...			1,032,300			1,900
Loans and Advances by Provincial Governments	293,477	...	293,477	392,300	...	392,300	340,700	...	340,700
Net			...			...			...
Capital Receipts from Railway Companies—									
On account of Subscribed Capital	77,500	1,570,567		70,000	93,800		62,500	1,915,000	
Repayments	1,059,900	9,101		1,070,200	4,000		1,120,600	...	
Total	1,137,400	1,579,668	2,717,068	1,140,200	97,800	1,238,000	1,183,100	1,915,000	3,098,100
Net			692,280			...			...
Remittances—									
Inland Money Orders	18,117,635	...		19,200,000	...		20,000,000	...	
Other Local Remittances	117,010	...		...	...		...	...	
Other Departmental Accounts	681,619	...		858,200	...		803,000	...	
Net Receipts by Civil Treasuries from—									
Post Office	916,927	...		686,000	...		565,000	...	
Telegraph	40,213	...		33,600	...		30,900	...	
Guaranteed Railways	3,537,002	...		3,711,600	...		3,682,800	...	
Public Works	...	...		626,700	...		1,027,600	...	
Net Receipts from Civil Treasuries by—									
Marine	189,514	...		186,600	...		223,800	...	
Military	14,137,180	...		14,805,500	...		15,044,900	...	
Public Works	295,418	...		...	...		...	...	
Remittance Account between England and India	1,409,717	179,285		1,035,800	159,700		1,250,400	135,800	
Total	39,412,241	179,285	39,591,526	41,144,000	159,700	41,303,700	43,294,400	135,800	43,430,200
Net			128,840			313,000			...
Secretary of State's Bills drawn	...	16,532,215	16,532,215	...	9,400,000	9,400,000	...	17,000,000	17,000,000
Total Receipts	169,144,743	19,815,872		173,655,200	23,285,200		162,467,500	27,524,200	
Opening Balance	17,287,005	4,122,626		15,271,756	2,268,388		26,251,756	959,988	
GRAND TOTAL	186,431,748	23,938,498		188,926,956	25,553,588		188,719,256	28,484,188	

	Accounts, 1892-93.			Revised Estimate, 1893-94.			Budget Estimate, 1894-95.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		*Rx.*	£		*Rx.*	£	
Brought forward	113,835,535	19,301,757		110,929,300	22,707,300		105,616,000	22,696,300	
Loans and Advances by Imperial Government	508,236	...	508,236	146,100	...	146,100	112,300	...	112,300
Net			356,268			...			...
Loans and Advances by Provincial Governments	786,817	...	786,817	566,300	...	566,300	833,700	...	833,700
Net			493,340			174,000			493,000
Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	...		...	...		...	1,755,000	
For Expenditure	1,103,219	921,569		1,293,000	778,600		1,285,600	1,071,400	
Total	1,103,219	921,569	2,024,788	1,293,000	778,600	2,071,600	1,285,600	2,826,400	4,112,000
Net			...			833,600			1,013,900
Remittances—									
Inland Money Orders	18,098,850	...		19,200,000	...		20,000,000	...	
Other Local Remittances	...	...		1,700	...		...	...	
Other Departmental Accounts	671,127	...		858,200	...		863,000	...	
Net Payments into Civil Treasuries by—									
Post Office	916,927	...		686,000	...		565,000	...	
Telegraph	40,381	...		33,600	...		36,900	...	
Guaranteed Railways	3,537,002	...		3,711,600	...		3,682,800	...	
Public Works	...	...		246,700	...		1,027,600	...	
Net Issues from Civil Treasuries to—									
Marine	189,533	...		186,600	...		223,800	...	
Military	14,137,180	...		14,805,500	...		15,044,900	...	
Public Works	250,357	...		...	...		...	...	
Remittance Account between England and India	174,533	1,446,784		153,100	1,107,700		143,400	1,250,000	
Total	38,015,902	1,446,784	39,462,686	39,883,000	1,107,700	40,990,700	42,187,400	1,250,000	43,437,400
Net			...			...			7,200
Secretary of State's Bills paid	16,890,283	...	16,890,283	9,857,500	...	9,857,500	17,000,000	...	17,000,000
Total Disbursements	171,159,992	21,670,110		162,675,200	24,593,600		167,035,000	26,772,700	
Closing Balance	15,271,756	2,268,388		26,251,756	959,988		21,684,256	1,711,488	
GRAND TOTAL	186,431,748	23,938,498		188,926,956	25,553,588		188,719,256	28,484,188	

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 22nd March 1894.

H. G. COWIE,
Deputy Comptroller General.

STEPHEN JACOB,
Comptroller General.

J. F. FINLAY,
Secretary to the Government of India.

D.—*Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial Contracts.*

Provincial and Local Balances.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Accounts, 1892-93.										
Balance at end of 1891-92	13,020	2,04,481	484,625	104,686	402,189	600,575	472,005	968,104	787,238	4,183,913
Added in 1892-93 . .	549	...	96,079	...	...	6,622	...	...	...	103,250
Spent in 1892-93 . .	...	21,453	...	15,250	11,214	...	107,834	92,279	32,579	280,609
Balance at end of 1892-93 .	13,569	269,028	580,704	149,436	390,975	607,197	365,161	875,825	754,659	4,006,554
Revised Estimate, 1893-94.										
Balance at end of 1892-93 (by Accounts).	13,569	269,028	580,704	149,436	390,975	607,197	365,161	875,825	754,659	4,006,554
Added in 1893-94 . .	...	...	...	...	87,800	...	...	...	28,600	116,400
Spent in 1893-94 . .	800	58,800	143,700	35,800	...	13,700	16,000	325,800	...	595,200
Balance at end of 1893-94 .	12,769	210,228	437,004	113,636	478,775	593,497	348,561	550,025	783,259	3,527,754
Budget Estimate, 1894-95.										
Balance at end of 1893-94 (by Revised Estimate).	12,769	210,228	437,004	113,636	478,775	593,497	348,561	550,025	783,259	3,527,754
Spent in 1894-95 . .	600	71,400	302,100	49,100	105,700	99,600	48,200	321,100	186,600	1,184,400
Balance at end of 1894-95 .	12,169	138,828	134,904	64,536	373,075	493,897	300,361	228,925	596,659	2,343,354

H. G. COWIE,
Deputy Comptroller General.

STEPHEN JACOB,
Comptroller General.

J. F. FINLAY,
Secretary to the Government of India.

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 22nd March 1894.

E.—*Statement of Net Revenue and Expenditure—England and India.*

Net Revenue.

	Accounts, 1892-93.					Revised Estimate, 1893-94.					Budget Estimate, 1894-95.				
	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Land Revenue . . .	24,905,328	55,000	24,850,328	3,936,345	20,913,983	25,492,300	57,000	25,435,300	4,053,800	21,381,500	25,703,600	51,700	25,651,900	4,186,800	21,465,100
Opium	7,993,180	135	7,993,045	1,602,496	6,390,549	6,694,400	...	6,694,400	1,884,900	4,809,500	6,393,600	100	6,393,500	2,255,300	4,138,200
Salt	8,656,104	29,986	8,626,118	458,707	8,167,411	8,346,200	32,300	8,313,900	473,300	7,840,600	8,629,200	34,500	8,594,700	518,600	8,076,100
Stamps	4,448,540	53,744	4,394,796	141,264	4,253,532	4,551,000	54,300	4,496,700	159,000	4,337,700	4,561,800	52,100	4,509,700	179,000	4,330,700
Excise	5,242,443	32,240	5,210,203	193,013	5,017,190	5,357,900	38,900	5,319,000	194,100	5,124,900	5,317,600	29,700	5,287,900	205,200	5,082,700
Provincial Rates . . .	3,706,498	7,849	3,698,649	55,659	3,642,990	3,486,300	5,000	3,481,300	56,700	3,424,600	3,525,300	4,700	3,520,600	53,000	3,467,600
Customs	1,617,633	58,836	1,558,797	140,634	1,418,163	1,658,700	45,600	1,613,100	145,300	1,467,800	2,872,900	41,300	2,831,600	209,500	2,622,100
Assessed Taxes . .	1,686,141	15,615	1,670,526	30,171	1,640,355	1,730,300	21,300	1,709,000	31,500	1,677,500	1,740,900	13,600	1,727,300	32,700	1,694,600
Forest	1,591,332	2,485	1,588,847	865,225	723,622	1,677,100	3,500	1,673,600	921,000	752,600	1,646,000	2,600	1,643,400	984,400	659,000
Registration	430,064	1,398	428,666	213,116	215,550	427,500	1,300	426,200	222,500	203,700	440,000	1,300	438,700	229,900	208,800
Tributes from Native States .	790,112	...	790,112	...	790,112	792,500	500	792,000	...	792,000	775,200	...	775,200	...	775,200
	61,067,375	257,288	60,810,087	7,636,630	53,173,457	60,214,200	259,700	59,954,500	8,142,100	51,812,400	61,606,100	231,600	61,374,500	8,854,400	52,520,100
DEDUCT—Assignments and Compensations . . .					1,567,776					1,559,300					1,576,600
TOTAL NET REVENUE .					51,605,681					50,253,100					50,943,500

Net Expenditure.

	Accounts, 1892-93.			Revised Estimate, 1893-94.			Budget Estimate, 1894-95.		
	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Interest	4,374,263	869,727	3,504,536	4,432,200	874,600	3,557,600	4,611,400	856,800	3,754,600
Post Office, Telegraph, and Mint	2,505,625	2,736,953	—231,328	2,557,800	2,738,200	—180,400	2,595,800	2,656,500	—60,700
Civil Departments . . .	14,259,912	1,607,876	12,652,036	14,559,600	1,636,100	12,923,500	14,959,200	1,611,700	13,347,500
Miscellaneous Civil Charges .	5,537,840	876,994	4,660,846	5,619,100	960,900	4,658,200	5,754,000	982,700	4,771,300
Famine Relief and Insurance .	1,116,103	...	1,116,103	1,138,300	...	1,138,300	55,000	...	55,000
Construction of Rys. (charged against Rev. in addition to that under Famine Insurance)	339,487	...	339,487	77,100	...	77,100	24,400	...	24,400
Railway Revenue Account .	20,924,155	19,077,103	1,847,052	21,803,500	20,206,500	1,597,000	22,538,300	20,408,400	2,129,900
Irrigation	2,940,479	2,418,902	521,577	2,856,300	2,319,600	536,700	2,909,400	2,463,800	445,600
Buildings and Roads . .	5,846,480	653,188	5,193,292	5,940,300	654,000	5,286,300	5,489,100	629,200	4,859,900
Army Services . . .	23,410,111	804,320	22,554,791	23,413,800	825,400	22,588,400	23,759,700	809,700	22,950,000
Special Defence Works . .	458,060	...	458,060	342,000	...	342,000	152,300	...	152,300
	81,721,515	29,105,063	52,616,452	82,740,000	30,215,300	52,524,700	82,848,600	30,418,800	52,429,800
Provincial and Local Surpluses and Deficits . . .	+103,250 —280,609	...	—177,359	+116,400 —595,200	...	—478,800	... —1,184,400	...	—1,184,400
TOTAL NET EXPENDITURE .			52,439,093			52,045,900			51,245,400
Surplus (+) or Deficit (—) .			—833,412			—1,792,800			—301,900
			51,605,681			50,253,100			50,943,500

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
The 22nd March 1894.

H. G. COWIE,
Deputy Comptroller General.

STEPHEN JACOB,
Comptroller General.

J. F. FINLAY,
Secretary to the Government of India.

APPENDIX.

TABLE I.—*Miscellaneous.*

	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94. Revised Estimate.	1894-95. Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Recorded Revenue compared with the recorded expenditure, excluding Capital Expenditure on Public Works not charged against Revenue—										
SURPLUS	.....	178,427	.....	37,018	2,512,033	3,688,171	467,535	.....	.....	.....
DEFICIT	2,801,726	.....	2,028,532	.....	.....	.....	.....	833,412	1,792,800	301,900
Capital Expenditure on Public Works not charged against Revenue*	5,275,368	5,570,284	3,784,824	3,638,091	3,173,250	3,365,732	3,500,000	3,986,250	3,693,100	4,000,000
Capital charge involved in Redemption of Liabilities	1,086,245	4,914,546	.....	10,336,049	.....	4,592,537	.....	.....	.....	.....
Net Public Debt incurred	3,584,979	9,727,338	5,813,356	13,487,881	5,129,013	6,103,714	3,038,293	—376,405	10,053,800	2,149,000
Net PUBLIC DEBT incurred, including Capital transactions with Guaranteed Railways and other Companies	7,735,993	9,643,165	4,813,672	9,436,312	3,713,426	5,739,418	1,811,601	315,875	9,209,200	1,135,100
Value of commodities exported, excluding Gold and Silver	83,871,000	89,470,000	90,744,000	97,046,000	103,470,000	100,227,000	109,173,000	106,535,000		
Ditto imported, ditto ditto	58,636,000	61,777,000	65,005,000	69,246,000	69,470,000	71,925,000	69,432,000	66,295,000		
EXCESS OF EXPORTS OVER IMPORTS, excluding Gold and Silver	25,235,000	27,693,000	25,739,000	27,800,000	34,000,000	28,302,000	39,741,000	40,240,000		
Net Imports of Gold	2,763,000	2,177,000	2,202,000	2,514,000	4,638,000	6,536,000	5,144,000	—2,815,000		
Ditto of Silver	11,407,000	7,156,000	9,239,000	9,240,000	10,253,000	14,375,000	9,022,000	13,324,000		
TOTAL NET IMPORTS OF GOLD AND SILVER	14,170,000	9,333,000	11,441,000	11,754,000	14,891,000	19,911,000	14,166,000	10,509,000		
Excess of Exports over Imports, including Gold and Silver	13,855,000	17,360,000	13,318,000	15,146,000	19,109,000	8,391,000	25,575,000	29,731,000		
Grand Total value of Imports and Exports of all kinds	156,123,000	163,021,000	170,071,000	179,832,000	192,834,000	196,468,000	193,780,000	193,932,000		
SECRETARY OF STATE'S BILL sold (Rupees) R	13,53,35,369	15,70,03,150	21,31,31,991	20,83,11,221	22,41,00,755	21,56,67,500	23,68,28,115	21,47,54,151	15,45,20,548	20,14,26,571
Sterling Equivalent received £	10,292,562	12,132,279	13,351,572	14,062,140	15,574,445	15,963,034	17,693,454	15,313,235	9,400,000	17,000,000
SILVER coined at the Indian Mints	10,285,557	4,56,337	10,758,231	7,332,235	8,24,193	10,13,473	5,753,229	13,61[illegible],518		
MAXIMUM PRICE IN PENCE OF AN OZ. TROY STANDARD SILVER IN LONDON	50[illegible] (May)	47[illegible] (Jan.)	45[illegible] (Dec.)	43[illegible] (Sept.)	43[illegible] (Jan.)	51[illegible] (Sept.)	46[illegible] (July)	41[illegible] (June)	34[illegible] (Aug.)	
Minimum ditto ditto	45[illegible] (Jan.)	42 (Aug.)	43 (Mar.)	43[illegible] (May)	41[illegible] (May)	43[illegible] (April)	39 (Mar.)	37[illegible] (Mar.)	27 (Mar.)	
AVERAGE EXCHANGE upon Secy. of State's Bills sold per rupee £	1s. 6·2564d.	1s. 5·4413d.	1s. 4·8656d.	1s. 4·7309d.	1s. 4·8566d.	1s. 6·1083d.	1s. 4·7332d.	1s. 4·2585d.	1s. 2·16d.	1s. 2d.
Fixed RATE OF EXCHANGE for the ADJUSTMENT of transactions between the Indian and Imperial Treasuries	1s. 7[illegible]d.	1s. 6[illegible]d.	1s. 6d.	1s. 5d.	1s. 4[illegible]d.	1s. 5d.	1s. 6[illegible]d.	1s. 4[illegible]d.	1s. 2[illegible]d.	1s. 9[illegible]d.
MAXIMUM RATE OF DISCOUNT ON LOANS on demand at the BANK OF BENGAL, Calcutta	9 (May)	8 (June, July, Feb & [illegible])	9 (Apl. & May)	12 (Feb. & Mar.)	11 (Feb. & Mar.)	12 (April)	5 (Jan.—Mar.)	6 (Jan)	10 (Feb.)	

* Excludes Capital charge involved in redemption of Liabilities.

	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94. Revised Estimate.	1894-95. Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
MINIMUM RATE OF DISCOUNT ON LOANS on demand at the BANK OF BENGAL, Calcutta	4 (From July to Jan.)	5 (Nov., Dec. & Jan.)	3 (Oct. to Dec.)	4 (May to Sept.)	4 (June, July & Oct.)	3 (Aug. to Feb.)	2 (Aug. & Sept.)	3 (May to Dec.)	4 (June to Nov., Nov. to Jan.)	
Maximum RATE OF DISCOUNT at the BANK OF ENGLAND	4 (Dec.)	5 (Dec. & Jan.)	4 (Sept. to Jan.)	5 (Oct. to Jan.)	6 (Jan. & Feb.)	6 (Nov.)	5 (May & June)	3 (Apl., Oct., Nov., Dec. & Jan.)	5 (Aug. & Sept.)	
Minimum ditto ditto	2 (May to Nov.)	2 (Apl. & May)	2 (Apl. to Aug.)	2 (Apl. & May)	2½ (Apl. & July)	3 (Apl., May, June, Feb., & Mar.)	2½ (July, Aug., & Sept.)	2 (May to Oct.)	2 (Feb. & Mar.)	
Maximum Govt. BALANCES at the three PRESIDENCY BANKS	6,486,800 (Dec.)	4,594,600 (June)	3,595,900 (Feb.)	4,385,500 (June)	4,146,400 (Mar.)	4,083,800 (June)	4,743,700 (June)	4,123,600 (May)	3,685,400 (June)	
Minimum ditto ditto	3,638,800 (May)	3,296,500 (Sept.)	2,861,500 (Dec.)	2,791,900 (Nov.)	2,856,900 (Nov.)	2,937,300 (Oct.)	2,871,600 (Oct.)	2,751,900 (Nov.)	3,016,400 (Nov.)	
Maximum price in Calcutta of Govt. FOUR PER CENT. RUPEE SECURITIES	99—14 (July)	98—2 (Sept.)	100 (Oct.)	101—1 (Sept.)	100—10 (July)	106—6 (Jan.)	108—4 (June)	109—2 (May)	108—12 (June)	
Minimum ditto ditto	91—12 (May)	95—0 (Feb.)	95—4 (Apl.)	96—6 (Jan.)	96—3 (Jan.)	99—7 (Apl.)	104—10 (Feb.)	103—7 (Sept.)	99—4 (Feb.)	
Maximum amount outstanding on London Register of RUPEE SECURITIES ENFACED FOR INTEREST DRAFTS	20,551,700 (Apl.)	19,707,100 (Oct.)	20,812,800 (Mar.)	21,701,500 (Mar.)	21,952,100 (Nov.)	26,724,500 (Mar.)	27,921,500 (Feb.)	27,256,600 (Apl.)	25,978,300 (July)	
Minimum ditto ditto	19,181,300 (Dec.)	19,053,900 (Mar.)	18,916,300 (Oct.)	20,972,200 (Apl.)	21,586,900 (Mar.)	21,498,800 (Apl.)	26,531,900 (Aug.)	25,937,100 (Mar.)	25,024,200 (Jan.)	
Maximum price in London of 4 per cent. (Rupee) Securities in Gold	78⅛ (July)	73½ (Nov.)	70½ (Sept.)	69½ (Sept.)	70⅜ (Jan.)	90¼ (Aug.)	78⅝ (July)	70⅝ (June)	71 (June)	
Minimum ditto ditto	71⅛ (Jan.)	65½ (Aug.)	67 (Apl.)	65¼ (May)	66⅓ (Sept.)	70¼ (Apl.)	66⅜ (Mar.)	62 1/16 (Aug.)	56⅞ (Feb.)	
Maximum price in London of India 3½ per cent. Stock	102⅛ (Aug.)	102 (May)	108 (Mar.)	108⅛ (Mar.)	109⅜ (May)	110 (Feb.)	108⅜ (Apl.)	110 (Mar.)	110¼ (Apl.)	
Minimum ditto ditto	97 (Apl.)	100½ (Sept.)	100⅜ (Sept.)	104 (Oct.)	106⅛ (Dec.)	104⅛ (Nov.)	103⅜ (June)	105 (Aug.)	106⅜ (Sept.)	
Maximum price in London of India 3 per cent. Stock	91⅛ (Feb.)	90 (Apl.)	99⅜ (Mar.)	100⅛ (Feb.)	102 (Aug.)	100⅛ (Apl.)	97⅛ (Apl.)	100⅛ (Mar.)	100¼ (Apl.)	
Minimum ditto ditto	85 (July)	85 (Feb.)	87⅛ (Apl.)	96 (May)	99 (Apl.)	94⅛ (Nov.)	93 (June)	95 (Aug.)	97 (Sept.)	
Maximum GOVERNMENT PAPER CURRENCY outstanding	15,713,500 (Oct.)	14,678,200 (Nov.)	18,610,300 (Nov.)	18,055,300 (July)	16,667,800 (Nov.)	27,660,300 (Jan.)	27,040,700 (July)	29,065,000 (Aug.)	30,515,900 (Jan.)	
Minimum ditto ditto	13,017,900 (Apl.)	13,779,400 (Apl.)	13,903,200 (May)	14,829,800 (Feb.)	15,466,500 (Dec.)	17,419,600 (Apl.)	22,624,200 (Jan.)	23,958,100 (Apl.)	24,216,000 (Apl.)	
Number of SAVINGS BANKS	6,198	6,230	6,152	6,237	6,546	6,642	6,642	6,594		
Number of depositors in Savings Bank	262,456	289,090	331,867	383,267	431,805	475,329	528,752	538,477		
Amount deposited in Savings Banks	5,081,183	5,795,249	6,675,571	7,622,544	7,531,868	8,062,241	8,886,372	9,774,819		
Average of each deposit	19	20	20	20	18	17	17	17		
Net addition to deposits	304,101	714,066	880,322	946,973	—90,676	530,373	824,131	888,447		

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—*Sea-borne Trade for the year.*

(Principal articles arranged in order of their declared value.)

No.	EXPORTS.		1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
1	COTTON—						
	Raw—						
	Quantity	Cwt.	5,331,536	6,320,342	5,933,923	4,424,947	4,789,201
	Value	Rx.	15,045,048	18,008,404	16,502,775	10,754,312	12,743,079
	Average declared value per lb— Annas		4·0	4·3	4·0	3·9	3·10
	Average declared value per lb— Pence, at average exchange		4·03	4·4	4·52	3·00	3·59
	Twist and yarn—						
	Quantity	Lbs.	128,866,794	141,049,051	109,275,304	161,253,234	189,174,734
	Value	Rx.	5,207,100	5,748,732	6,543,364	5,771,033	6,773,482
	Average declared value per lb	Annas.	0·6	0·6	0·2	5·9	5·9
	Other manufactures—Value	Rx.	1,107,404	1,005,011	1,150,275	1,204,003	1,327,175
	Average declared value per yard— Grey or unbleached	Annas.	1·11	1·9	1·10	1·10	1·10
	Average declared value per yard— Coloured, printed or dyed	,,	4·7	4·6	4·8	4·7	4·5
	Percentage of manufactures on whole value exported		29·70	26·87	31·82	39·55	38·86
2	RICE AND PADDY—						
	Quantity	Cwt.	23,144,041	27,098,006	34,093,341	33,166,029	27,938,325
	Value	Rx.	7,913,409	10,110,482	12,877,740	13,385,971	12,406,719
	Average declared value of husked rice per cwt.— Rupees		3·7·2	3·12·1	3·11·3	4·1·0	4·7·8
	Average declared value of husked rice per cwt.— Shillings, at average exchange		4·71	5·18	5·58	5·00	5·59
3	SEEDS—						
	Quantity	Cwt.	15,560,078	15,704,740	14,798,000	19,164,522	16,509,161
	Value	Rx.	9,891,750	10,627,563	9,343,252	12,208,458	11,031,015
	Average declared value of linseed per cwt.— Rupees		5·15·8	6·12·0	6·2·9	6·4·0	7·1·1
	Average declared value of linseed per cwt.— Shillings, at average exchange		8·10	9·15	9·3	8·71	8·83
4	JUTE—						
	Raw and manufactured—Value	Rx.	10,488,631	11,431,103	10,683,507	9,300,594	11,182,217
	Average declared value of raw jute per cwt.— Rupees		7·7·9	8·0·9	6·5·6	8·0·5	7·8·7
	Average declared value of raw jute per cwt.— Shillings, at average exchange		10·21	11·03	9·30	11·39	9·41
	Percentage of manufactures on whole value exported		24·50	24·42	24·01	26·84	28·96
5	OPIUM—						
	Quantity	Chests.	87,780	85,140	86,753	87,588	75,384
	Value	Rx.	10,508,081	10,115,930	9,201,815	9,592,201	9,255,014
	Average declared value per chest in Rupees		1,197	1,188	1,080	1,092	1,228
6	WHEAT—						
	Quantity	Cwt.	17,610,081	13,700,224	14,320,490	30,303,425	14,973,453
	Value	Rx.	7,322,979	5,701,377	6,042,420	14,350,402	7,440,383
	Average declared value per cwt.— Rupees		4·4·1	4·3·7	4·3·0	4·11·11	4·15·0
	Average declared value per cwt.— Shillings, at average exchange		5·83	5·8	6·30	6·02	6·2
7	TEA—						
	Quantity	Lbs.	97,011,112	103,760,104	107,014,993	120,140,407	114,722,447
	Value	Rx.	5,207,315	5,277,050	5,210,233	5,968,150	6,292,348
	Average declared value per lb— Annas		8·8	8·2	7·10	7·11	8·9
	Average declared value per lb— Shillings, at average exchange		·74	·7	·74	·69	·68
8	HIDES AND SKINS—						
	Quantity	No.	33,357,166	30,055,108	32,733,051	35,862,345	37,425,517
	Value	Rx.	4,743,540	4,524,201	4,695,010	5,180,002	5,591,935
	Percentage of dressed or manufactured on whole value exported		55·11	55·79	53·99	54·30	54·82
9	INDIGO—						
	Quantity	Cwt.	142,447	157,130	118,425	125,327	126,703
	Value	Rx.	3,948,504	3,803,084	3,073,125	3,214,070	4,141,179
	Average declared value per cwt.— Rupees		277·3·1	245·1·0	259·8·0	256·7·3	326·13·6
	Average declared value per cwt.— Sterling, at average exchange	£	18·92	16·07	19·30	17·88	20·41
10	COFFEE—						
	Quantity	Cwt.	365,200	230,705	233,431	311,804	206,687
	Value	Rx.	1,884,243	1,480,872	1,434,085	1,998,050	2,066,802
	Average declared value per cwt.— Rupees		51·0·4	64·2·1	61·5·2	64·1·5	99·10·8
	Average declared value per cwt.— Shillings, at average exchange		70·41	85·77	83·05	80·37	87·
11	WOOL—						
	Raw and manufactured—Value	Rx.	1,090,858	1,211,438	1,072,480	1,108,653	1,236,658
	Average declared value of raw wool per lb— Annas		7·1	7·3	7·3	7·3	7·3
	Average declared value of raw wool per lb— Pence, at average exchange		7·25	7·51	8·2	7·88	6·79
12	SILK—						
	Raw and manufactured—Value	Rx.	807,238	900,530	724,240	702,584	814,752
	Average declared value of raw silk per lb— Rupees		2·7·1	3·1·0	2·15·4	3·1·11	3·0·3
	Average declared value of raw silk per lb— Shillings, at average exchange		3·33	4·23	4·40	4·35	4·23
13	LAC—Value	Rx.	401,078	489,380	781,945	751,474	784,950
14	OILS—Value	,,	437,811	555,007	563,784	604,046	633,626
15	TEAK WOOD—						
	Quantity	Cubic tons	52,600	71,342	42,803	48,100	58,350
	Value	Rx.	575,203	702,908	425,383	474,852	570,102
	Average declared value per cubic ton— Rupees		109·5·7	106·15·2	99·5·10	98·8·7	97·11·3
	Average declared value per cubic ton— Sterling, at average exchange	£	7·46	7·38	7·40	6·87	6·1
16	SUGAR—Value	Rx.	550,339	917,179	417,562	508,417	507,914
17	SALTPETRE—						
	Quantity	Cwt.	420,503	422,220	300,690	380,185	443,031
	Value	Rx.	401,801	411,276	380,050	365,618	438,040
	Average declared value per cwt.— Rupees		9·8·11	9·11·10	9·8·2	9·6·4	9·14·2
	Average declared value per cwt.— Shillings, at average exchange		13·04	13·45	14·34	13·1	12·34

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—*Sea-borne Trade for the year—continued.*

No.	IMPORTS.		1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
1	COTTON—						
	Twist and yarn—						
	Quantity	Lbs.	52,587,342	46,383,843	50,973,105	50,410,630	38,296,716
	Value	Rx.	3,746,983	3,482,747	3,768,595	3,514,703	2,684,963
	Average declared value per lb— Annas		11·4	12·01	11·83	11·16	11·22
	Average declared value per lb— Pence, at average exchange		11·67	12·43	13·37	11·67	10·51
	Other manufactures—						
	Value	Rx.	27,773,247	26,398,597	27,248,395	25,180,682	22,974,002
	TOTAL COTTON GOODS—Gross imports	,,	31,520,230	29,881,344	31,016,900	28,695,445	25,658,965
	Re-exports—						
	Twist and yarn—						
	Quantity	*Lbs.*	1,601,596	1,270,444	1,243,380	1,648,822	1,357,055
	Value	*Rx.*	111,514	91,382	83,801	113,665	90,822
	Other manufactures—						
	Value	,,	1,705,167	1,728,358	1,710,493	1,817,165	1,732,879
	Total Re-exports	,,	1,816,681	1,819,740	1,794,294	1,930,830	1,823,701
	TOTAL COTTON GOODS—Net imports	,,	29,703,549	28,061,604	29,222,606	26,764,615	23,835,264
2	METALS	Value ,,	4,406,283	5,983,709	6,024,466	6,033,543	5,815,867
3	OILS	,, ,,	2,972,855	2,645,213	2,634,187	2,935,955	2,939,162
4	SILK (raw and manufactured)	,, ,,	2,588,105	2,845,159	2,501,430	3,014,698	2,817,651
5	SUGAR	,, ,,	1,709,939	2,200,040	3,399,886	2,501,990	2,625,683
6	MACHINERY AND MILLWORK	,, ,,	2,409,737	2,491,428	2,160,483	2,180,019	2,477,835
7	RAILWAY PLANT AND ROLLING-STOCK	,, ,,	3,003,939	2,907,086	3,236,786	2,505,471	2,321,989
8	PROVISIONS	,, ,,	1,588,103	1,596,505	1,476,070	1,771,793	1,862,055
9	WOOLLEN MANUFACTURES	,, ,,	1,712,548	1,591,549	1,952,600	1,874,896	1,674,088
10	LIQUORS	,, ,,	1,508,962	1,489,121	1,438,081	1,449,411	1,447,267
11	APPAREL	,, ,,	1,156,469	1,200,020	1,235,804	1,274,497	1,272,263
12	COAL (excluding coke and patent fuel)						
	Quantity	Tons.	843,743	609,218	799,149	759,709	681,997
	Value	Rx.	1,921,831	1,304,591	1,551,667	1,269,777	1,181,606
	Average declared value per ton— Rupees		22·78	21·41	19·42	16·71	17·33
	Average declared value per ton— Shillings, at average exchange		31·09	29·56	29·27	23·3	21·64
13	SPICES	Value Rx.	855,228	852,350	813,115	797,196	623,633
14	SALT—						
	Quantity	Tons.	398,810	410,808	395,243	373,953	360,042
	Value	Rx.	882,130	894,532	779,034	627,953	576,694
	Average declared value per ton— Rupees		22·12	21·77	19·71	16·79	16·02
	Average declared value per ton— Shillings, at average exchange		30·19	30·05	29·71	23·41	20·

TABLE III.—*Sea-borne Trade for the first eleven months of the year.*

(Principal articles arranged in order of their declared value.)

	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Value of commodities Exported, excluding gold and silver	92,285,086	89,726,199	97,121,568	94,651,294	95,582,244
,, ,, Imported ,, ,, ,,	62,700,493	65,893,996	63,228,773	60,227,814	70,232,985
EXCESS EXPORTS	29,584,593	23,832,203	33,892,795	34,423,480	25,349,259
Net Imports of silver	9,056,774	13,256,180	6,757,530	11,773,557	12,718,804
,, ,, of gold	4,431,684	5,289,211	2,761,390	—2,964,982	961,435
TOTAL NET IMPORTS OF GOLD AND SILVER	13,488,458	18,545,391	9,518,920	8,808,575	13,680,239
GRAND TOTAL IMPORTS AND EXPORTS OF ALL KINDS	171,994,205	178,052,317	175,181,058	177,219,520	186,432,936

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—*Sea-borne Trade for the first eleven months of the year*—continued.

No.	EXPORTS.			ELEVEN MONTHS, 1ST APRIL TO THE END OF FEBRUARY.				
				1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
1	COTTON, RAW	Quantity	Cwt.	5,064,840	5,014,020	3,736,951	4,177,229	4,009,284
		Value	Rx.	14,730,223	14,104,585	9,170,455	10,679,091	11,171,379
		Average value per lb	₹	0-4-2	0-4-0	0-3-6	0-3-8	0-4-0
	,, MANUFACTURES—							
	Twist and yarn	Quantity	Lbs.	129,785,427	155,991,420	148,130,276	172,295,305	118,069,479
		Value	Rx.	5,270,508	6,005,325	5,342,004	6,101,487	4,392,474
		Average value per lb	₹	0-0-6	0-0-3	0-5-9	0-5-8	0-5-11
	Other manufactures—Value		Rx.	932,973	1,057,389	1,121,810	1,210,580	1,136,798
	TOTAL COTTON (RAW AND MANUFACTURED)—Value		,,	20,933,703	21,227,299	15,634,869	17,991,758	16,700,671
2	SEEDS	Quantity	Cwt.	14,556,004	13,340,316	17,331,454	14,302,375	21,909,952
		Value	Rx.	9,825,845	8,410,605	10,903,820	9,948,101	15,220,044
		Average value per cwt.	₹	6-12-0	6-4-11	6-5-3	6-15-3	6 15-2
3	JUTE (raw and manufactured)—Value		Rx.	10,693,209	9,272,242	8,843,039	10,230,638	11,026,165
4	RICE AND PADDY	Quantity	Cwt.	21,784,829	28,562,506	27,020,659	21,787,509	19,997,856
		Value	Rx.	8,325,070	10,679,165	10,967,914	9,993,037	8,714,656
		Average value per cwt.	₹	3-13-2	3-11-10	4-0-11	4-9-5	4-5-9
5	OPIUM	Quantity	Chests	70,191	79,747	80,924	70,201	66,450
		Value	Rx.	9,483,368	8,632,376	8,783,417	8,503,804	7,541,863
		Average value per chest	₹	1,194-8-3	1,082-7-6	1,085-6-3	1,224-2-11	1,134-15-6
6	TEA	Quantity	Lbs.	100,815,502	104,560,038	117,509,484	113,756,547	125,061,756
		Value	Rx.	5,150,253	5,103,727	5,801,567	6,240,214	6,520,796
		Average value per lb	₹	0-8-2	0-7-10	0-8-0	0-8-9	0-8-4
7	HIDES AND SKINS	Quantity	Cwt.	712,413	732,013	773,551	773,491	768,669
		Value	Rx.	4,104,603	4,186,830	4,676,085	4,951,751	5,186,836
		Average value per cwt.	₹	57-9-10	57-2-5	60-7-2	64-0-3	67-7-8
8	WHEAT	Quantity	Cwt.	13,389,833	13,595,683	28,587,884	14,518,266	11,515,781
		Value	Rx.	5,609,245	5,691,051	13,506,942	7,206,490	4,952,022
		Average value per cwt.	₹	4 3-0	4-3-5	4-11-7	4-15-5	4-4-10
9	INDIGO	Quantity	Cwt.	147,377	111,715	121,165	122,562	123,735
		Value	Rx.	3,605,579	2,030,555	3,121,033	4,035,959	3,998,715
		Average value per cwt.	₹	248-11-6	262-5-2	257-9-4	329-4-9	323-2-8
10	COFFEE	Quantity	Cwt.	170,006	195,785	211,201	203,862	201,755
		Value	Rx.	1,050,866	1,217,545	1,330,844	1,383,017	1,444,854
		Average value per cwt.	₹	61-12-0	62-3-0	63-4-9	67-13-5	71-9-10
11	WOOL (raw and manufactured)—Value		Rx.	1,124,592	932,654	1,016,880	1,127,040	1,101,559
12	SILK (raw and manufactured)—Value		,,	814,605	651,491	640,035	713,287	859,728
13	LAC—Value		,,	410,716	693,894	624,279	683,493	803,572
14	SUGAR—Value		,,	905,818	335,677	455,449	418,636	715,127
15	OILS—Value		,,	509,015	493,646	557,514	565,482	475,201
16	TEAK WOOD	Quantity	Cubic tons.	65,668	38,867	42,131	53,768	40,855
		Value	Rx.	704,932	386,835	422,758	524,469	409,056
		Average value per cubic ton	₹	107-5-7	99-8-5	100-5-6	97-8-8	100-2-0
17	SALTPETRE	Quantity	Cwt.	367,316	351,749	337,410	407,980	296,789
		Value	Rx.	357,650	336,137	316,693	402,317	310,244
		Average value per cwt.	₹	9-11-9	9-8-11	9-6-2	9-13-9	10-7-3

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COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—*Sea-borne Trade for the first eleven months of the year*—concluded.

No.	IMPORTS.			ELEVEN MONTHS, 1ST APRIL TO THE END OF FEBRUARY.				
				1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
1	COTTON—							
	Twist and yarn	Quantity	Lbs.	41,803,228	46,539,279	46,671,847	35,493,526	38,971,906
		Value	Rx.	3,152,351	3,446,744	3,255,329	2,471,858	2,821,482
		Average value per lb	₹	0-12-1	0-11-10	0-11-2	0-11-2	0-11-7
		in sterling, at average exchange		1s. 0½d.	1s. 1⅛d.	11⅛d.	10½d.	10⅜d.
	Other manufactures—Value		Rx.	23,682,712	24,853,696	22,787,025	21,118,447	26,352,932
	TOTAL COTTON GOODS—Gross imports		,,	26,835,063	28,300,440	26,042,354	23,590,305	29,174,414
	Re-exports—							
	Twist and yarn	*Quantity*	*Lbs.*	1,132,224	1,096,760	1,511,343	1,166,231	1,045,543
		Value	*Rx.*	81,045	74,171	104,752	78,136	76,150
		Average value per lb	*₹*	0-11-5	0-10-10	0-11-1	0-10-9	0-11-8
	Other Manufactures—Value		*Rx.*	1,615,772	1,566,313	1,646,278	1,565,428	1,514,770
	Total re-exports		,,	1,696,817	1,640,484	1,751,030	1,643,564	1,590,920
	TOTAL COTTON GOODS—Net imports		,,	25,138,246	26,659,956	24,291,324	21,946,741	27,583,494
2	METALS		Value ,,	5,439,002	5,435,500	5,415,524	5,196,917	6,137,118
3	OILS		,, ,,	2,374,897	2,333,735	2,380,008	2,502,668	3,258,232
4	SILK (raw and manufactured)		,, ,,	2,645,667	2,325,637	2,781,800	2,599,167	2,997,403
5	SUGAR		,, ,,	1,933,813	3,151,785	2,343,207	2,411,748	2,504,123
6	MACHINERY AND MILLWORK		,, ,,	2,289,336	1,990,591	2,003,485	2,210,794	2,427,504
7	RAILWAY PLANT AND ROLLING-STOCK		,, ,,	2,623,818	3,007,161	2,316,905	1,946,469	2,070,334
8	WOOLLEN MANUFACTURES		,, ,,	1,508,594	1,826,269	1,776,770	1,584,000	1,935,699
9	PROVISIONS		,, ,,	1,491,481	1,371,276	1,635,619	1,737,502	1,680,860
10	APPAREL		,, ,,	1,109,106	1,144,296	1,177,139	1,161,311	1,349,591
11	LIQUORS		Tons	1,337,947	1,305,065	1,307,768	1,317,482	1,343,830
12	COAL (excluding coke and patent fuel)	Quantity	Tons	567,108	721,367	656,702	600,075	497,654
		Value	Rx.	1,214,980	1,409,911	1,099,769	1,041,318	853,134
		Average value per ton	₹	21-6-9	19-8-9	16-11-11	17-5-8	17-2-3
13	SPICES		Value Rx.	799,190	738,982	722,841	562,400	790,947
14	SALT	Quantity	Tons	347,545	366,090	341,356	323,276	377,373
		Value	Rx.	754,461	717,839	575,185	518,194	716,600
		Average value per ton	₹	21-11-4	19-9-9	16-13-7	16-0-6	18-15-10

TABLE IV.—*Wholesale prices of typical commodities in Gold and Silver in London and Calcutta in December in each year.*

(*Prices of March 1873= 100.*)

IN LONDON—(*prices quoted from the* LONDON ECONOMIST).	MEASURED IN GOLD.								MEASURED IN SILVER.*							
	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
Scotch Pig Iron (Warrants)	37	37	35	50	40	40	35	37	48	49	50	68	50	54	54	69
Coals, Hetton, Wallsend (London)	51	49	51	63	55	52	48	70	67	66	71	86	69	71	73	131
Copper, Chili Bars	43	95	87	55	62	52	53	48	56	127	121	75	79	70	82	91
Straits, Tin	69	115	68	67	64	63	64	52	89	153	95	92	80	85	97	98
Wheat	61	56	55	55	59	71	57	49	80	74	78	75	74	96	86	91
Flour, town-made	56	54	61	57	65	66	52	47	71	73	85	78	82	89	80	88
Beef, inferior	75	75	67	87	70	80	75	80	97	100	95	119	88	108	115	150
Cotton, No. 40, mule twist	60	62	65	64	68	57	57	54	77	84	91	88	85	77	87	100
Wool, South Down Hogs	59	55	54	59	59	59	55	55	76	73	75	80	74	79	84	103
Sugar, Foreign Muscovado	42	56	53	45	55	• 58	51	45	55	75	75	61	69	78	78	84
Coffee	86	102	101	112	118	114	120	119	111	136	142	153	149	155	183	223
Saltpetre	77	77	77	78	78	77	77	78	99	103	107	107	99	103	118	147
Gold	...	...	...	...	...	...	...	...	130	134	140	137	120	135	153	187.
Silver	77	75	71	73	79	74	65	53	...	...	...	...	...	...	...	...
IN CALCUTTA—(*prices quoted from the* CALCUTTA PRICE CURRENT).																
Grey Shirtings (8¼ lb)									81	79	81	76	74	74	77	70
Mule twist, white, good, No. 40									62	72	75	74	71	65	73	69
,, ,, Turkey red, No. 40 (12 lb)									58	58	57	57	56	57	61	62
,, ,, orange, Nos. 40—60									75	86	85	85	77	73	76	80
Copper sheathing									65	90	99	69	72	72	80	83
Iron, flat, bolt, bar and square									53	59	65	79	64	64	97	96
Spelter, hard									109	128	107	144	151	151	217	125
Hides, buffalo, slaughtered									80	69	74	Nom.	*Nil.*	*Nil.*	*Nil.*	*Nil.*
Indigo, good									72	82	93	76	88	74	114	108
Jute, picked									131	153	192	192	123	219	186	222
Shell-lac, fine, orange									56	68	76	102	76	102	Nom.	127
Linseed, fine, bold clean									98	94	112	115	99	112	128	53
Rice, Ballam									106	118	147	165	159	168	196	200
Silk, raw, Cossimbazar									89	64	76	87	71	64	79	71
Tea, good, Souchong									55	50	52	50	48	41	59	43
Wheat, Doodiah									81	76	87	81	86	103	96	78
Gold									123	131	135	131	122	131	148	146

* The values measured in silver in London have been calculated from the values in gold on the basis of the price of standard silver in London.

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TABLE V.—Statement showing the true financial results to the Revenues of India of the guarantee of interest upon the Capital of Guaranteed Railway Companies.

	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*
Open mileage at end of official year	*3,241	3,243	†2,588	2,588	2,587	2,587	2,587
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Gross traffic receipts	7,403,415	6,534,567	6,753,013	6,846,420	6,301,935	6,505,000	6,573,000
Working expenses	3,752,607	3,365,933	3,251,739	3,353,302	3,057,522	3,107,500	3,127,500
Percentage of working expenses on receipts	50·68	51·50	48·15	48·98	48·52	47·77	47·58
Net traffic receipts	3,650,808	3,168,634	3,501,274	3,493,118	3,244,413	3,397,500	3,445,500
Net gain by the remittance to England of Capital receipts and disbursements in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills	...	...	...	...	...	...	...
Total Revenue	3,650,808	3,168,634	3,501,274	3,493,118	3,244,413	3,397,500	3,445,500
Gross guaranteed interest paid in India	6,672	9,468	7,597	37,171	2,673	2,370	3,570
Ditto in London £	2,697,388	2,337,058	2,354,130	2,114,159	2,145,297	2,154,700	2,154,500
Total guaranteed interest (sterling payments converted at the average exchange of the year)	3,959,108	3,395,279	3,130,941	3,069,430	3,438,635	3,544,400	3,697,000
Surplus paid to Railway Companies	570,195	441,933	473,334	737,659	581,924	570,900	615,000
Land and Supervision	44,344	30,952	42,987	19,257	29,423	34,900	36,600
Interest on Revenue balances	3,288	...	...	...	...	...	...
Net loss on receipts and disbursements of Capital in India calculated in the same way as the gain	86,909	142,733	87,538	131,960	145,383	125,500	125,800
Total Expenditure	4,663,844	4,010,897	3,734,800	3,958,306	4,195,365	4,275,700	4,474,400
Net Expenditure from the Public Treasury	1,013,036	842,263	233,526	465,188	950,952	878,200	1,028,900
Net Revenue	...	...	...	...	...	...	...

* The Oudh and Rohilkhand Railway, 692 miles, was purchased by the State on the 1st January 1889, and the mileage is shown under State Railways.

† The South Indian Railway, 654¼ miles, was purchased by the State on the 1st January 1891, and the mileage is shown under State Railways.

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COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VI.—Actual Capital expenditure on State Railways in 1892-93, and estimated expenditure on such works in 1893-94 and 1894-95, and to end of 1894-95.

Railways.	To end of 1891-92.	Accounts, 1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.	To end of 1894-95.	Sanctioned outlay.	Balance remaining unspent.
Open Lines.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	14,241,270	604,081	435,400	240,000	15,520,751	15,520,751	...
Rajputana-Malwa	9,264,963	51,399	34,000	80,200	9,430,562	9,430,562	...
Holkar	1,304,655	1,609	2,900	5,800	1,314,964	1,314,964	...
Rewari-Ferozepore	1,280,862	190	2,000	5,000	1,288,052	1,288,052	..
Bhopal	167,624	26,981	22,500	14,000	231,105	231,105	...
Warora Colliery	155,442	992	10,660	50,000	217,094	217,094	...
Wardha Coal	498,120	649	...	2,000	500,769	500,769	...
Umaria Colliery	100,009	3,761	—4,370	4,400	103,800	103,800	...
Burma	5,230,357	23,257	62,240	40,000	5,384,685	5,384,685	...
Do., Meiktila Branch	1,211	27,620					...
Jorhat	75,167	3,732	2,200	900	81,999	81,999	...
Cherra-Companygunj	77,383	447	300	...	78,130	78,130	...
Eastern Bengal	8,309,489	89,496	109,400	90,000	8,731,404	8,731,404	...
Eastern Bengal—Barsoi-Kissengunj Branch	87,420	45,599					...
Tirhoot	2,361,102	124,801	18,300	80,000	2,584,203	2,584,203	...
Patna-Gya	435,011	—435,011	...	...	...	...	...
Nalhati	36,478	—36,478	...	...	...	...	...
Oudh and Rohilkhand	10,363,864	—19,705	48,520	74,300	10,466,979	10,466,979	
Cawnpore-Achnera	1,148,016	6,923	11,500	6,000	1,172,439	1,172,439	
Lucknow-Bareilly	512,114	...	...	...	512,114	512,114	...
North Western	34,752,066	219,286	220,400	235,500	35,427,252	35,427,252	
Ditto Gradient Improvements	266,006	225,947	143,700	50,000	685,653	685,653	...
South Indian	7,412,944	—202,614	72,500	60,000	7,342,830	7,342,830	...
Bezváda Extension	141,072	481	500	1,000	143,653	143,653	...
Dhond and Manmad	1,105,636	3,068	10,700	13,000	1,132,404	1,132,404	...
TOTAL	99,328,881	766,511	1,203,350	1,052,100	102,350,842	102,350,842	...
Lines under construction.							
East Indian—Jherria Extension	...	234,468	105,700	...	340,168	367,920	27,752
Godhra-Rutlam	290,904	633,349	428,000	132,000	1,484,253	1,483,722	—531
Mu Valley	1,081,045	447,688	289,140	322,800	2,140,673	(b)2,373,137	232,464
Assam-Bengal, Northern Section	47,876	—47,876	...	...	...	...	...
Lucknow-Rae Bareli-Benares	36,480	126,809	84,330	10,000	257,619	(a) 298,939	41,320
Bareilly-Rampur-Moradabad	18,626	251,822	386,550	138,600	795,598	(c) 795,376	—222
Sind-Pishin Petroleum Operations	12,972	1,409	100	...	14,481	14,481	....
Frontier Railway Reserve Material	391,888	30,060	13,690	1,200	436,838	436,838	...
Peshawar Railway Reserve	35,750	1,026	...	...	36,776	36,776	...
Mushkaf-Bolan	184,032	267,151	516,180	576,600	1,543,963	2,008,547	464,584
Mari-Attock	87,914	211,097	82,600	50,000	431,611	1,182,012	750,401
East Coast	1,620,485	1,233,618	996,800	760,000	4,610,903	5,048,075	437,172
Mayavaram-Mutupet	71,274	91,902	66,400	17,500	247,076	270,155	23,079
Guntakul-Hindupur	115,370	460,509	10,400	5,000	591,279	793,417	202,138
Palanpur-Deesa	196	11,237	9,800	3,000	24,233	40,083	15,850
Assam-Bengal (Land)	...	14,231	80,000	40,000	134,231	(d) 111,268	—22,963
Hyderabad-Umarkot	120,861	42,181	8,200	6,000	177,242	187,129	9,887
TOTAL	4,115,673	4,010,681	3,077,890	2,062,700	13,266,944	15,447,875	2,204,647 —23,716
Carried forward	103,444,554	4,777,192	4,281,240	3,114,800	115,617,786	117,798,717	2,204,647 —23,716

(a) Sanctioned cost of Lucknow-Rae Bareli Section only.
(b) Estimate for Choungzon-Mogoung Section not yet sanctioned.
(c) Revised project estimate submitted for sanction.
(d) Revised Estimate called for.

APPENDIX.

TABLE VI.—Actual Capital expenditure on State Railways in 1892-93, and estimated expenditure on such works in 1893-94 and 1894-95, and to end of 1894-95—*continued.*

RAILWAYS.	To end of 1891-92.	Accounts, 1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.	To end of 1894-95.	Sanctioned outlay.	Balance remaining unspent.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Brought over .	103,444,554	4,777,192	4,281,240	3,114,800	115,617,786	117,798,717	2,204,647 —23,716
LINES IN ABEYANCE OR TRANSFERRED TO COMPANIES.							
Ranaghat-Bhagwangola . .	30,244	...	...	...	30,244	30,244	...
Southern Mahratta . . .	52,707	...	...	...	*52,707	52,707	...
Bellary Kistna . . .	1,657,508	245	...	...	1,657,753	1,657,753	...
Bilaspur-Etawah . . .	7,514	...	...	...	7,514	7,514	...
Vizagapatam-Raipur . .	24,504	...	...	...	24,504	24,504	...
TOTAL .	1,772,477	245	...	...	1,772,722	1,772,722	...
Stores and Reserve . . .	131,250	27,285	—63,240	359,600	454,895	454,895	...
Nagpur-Chhattisgarh Depreciation Account . . .	75,297	—25,567	—600	...	49,130	49,130	...
	105,423,578	4,779,155	4,217,400	3,474,400	117,894,533	120,075,464	...
Deduct Probable lapses . .	...	...	—112,900	...	—112,900	—112,900	...
TOTAL	105,423,578	4,779,155	4,104,500	3,474,400	117,781,633	119,979,364	2,204,647 —23,716
Distributed as under—							
CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged against Revenue)—							
State Railways—Construction . . .	62,386,309	3,455,199	2,947,700	3,450,000	72,239,208		
Redemption of Liabilities .	33,553,451	...	...	...	33,553,451		
FAMINE RELIEF AND INSURANCE—							
Protective Railways . .	3,418,774	984,469	1,079,700	...	5,482,943		
CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance)	6,065,044	339,487	77,100	24,400	6,506,031		
TOTAL AS ABOVE .	105,423,578	4,779,155	4,104,500	3,474,400	117,781,633	119,979,364	2,204,647 —23,716

*Represents depreciation on works and stores allowed by Government on transfer to the Company.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VII.—Capital Expenditure on Irrigation—Major Works, in 1892-93, and estimated expenditure on such works in 1893-94, 1894-95, and to the end of 1894-95, &c.

IRRIGATION WORKS.	Accounts, 1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.	Total Actual and Estimated outlay to end of 1894-95.	Sanctioned Estimate.	Balance of sanctioned estimate remaining to be spent.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
CAPITAL EXPENDITURE NOT CHARGED AGAINST REVENUE.						
Bengal.						
ORISSA CANALS	36,322	35,300	24,000	2,556,288	3,145,490 (a)	589,202
MIDNAPORE CANAL. Old outlay . .	...	...	...	822,251	831,677	...
MIDNAPORE CANAL. Outlay against Open Capital sanctions .	...	900	...	4,520	5,632	1,112
HIDGELLEE TIDAL CANAL. Old outlay . .	...	...	...	179,549	177,269	...
HIDGELLEE TIDAL CANAL. Outlay against supplementary estimate	3,832	3,200	12,600	63,354	76,915	13,561
SONE CANALS . Old outlay . .	...	...	...	2,535,663	2,788,870	...
SONE CANALS . Outlay against Open Capital sanctions .	5,625	19,000	5,000	67,171	71,264	4,093
North-Western Provinces and Oudh.						
GANGES CANAL . Old outlay . .	...	...	...	2,685,061	2,923,592	...
GANGES CANAL . Outlay against Open Capital sanctions .	10,970	14,100	14,000	55,975	53,882	...
LOWER GANGES CANAL. Old outlay . .	...	...	...	3,099,851	3,273,832	...
LOWER GANGES CANAL. Outlay against Open Capital sanctions .	20,763	29,700	22,100	94,274	40,573	...
Ditto Cawnpore Extension	...	...	...	...	342,000	342,000
AGRA CANAL . Old outlay . .	...	...	...	849,147	871,752	...
AGRA CANAL . Outlay against Open Capital sanctions .	2,424	4,100	5,900	14,940	5,645	...
EASTERN JUMNA CANAL. Old outlay . .	...	...	...	318,507	344,191	...
EASTERN JUMNA CANAL. Outlay against Open Capital sanctions .	2,913	1,800	2,000	13,215	6,337	...
Punjab.						
WESTERN JUMNA CANAL. Old outlay . .	...	...	...	1,051,643	1,078,050	...
WESTERN JUMNA CANAL. Outlay against Open Capital sanctions .	11,746	19,000	22,400	68,652	60,125	...
WESTERN JUMNA CANAL, SIRSA BRANCH (STATE OUTLAY) .	61,184	47,800	30,000	255,670	289,269	33,592
BARI DOAB CANAL . Old outlay . .	...	...	...	1,572,350	1,579,860	...
BARI DOAB CANAL . Outlay against Open Capital sanctions .	25,186	51,900	19,000	106,265	118,469	12,204
Carried over .	180,965	226,800	157,000	16,414,346	...	...

(a) Includes Rx. 5,868 sanctioned for supplementary works.

APPENDIX.

TABLE VII.—Capital Expenditure on Irrigation—Major Works, in 1892-93, and estimated expenditure on such works in 1893-94, 1894-95, and to the end of 1894-95, &c.—*continued.*

	Accounts, 1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.	Total Actual and Estimated outlay to end of 1894-95.	Sanctioned Estimate.	Balance of sanctioned estimate remaining to be spent.
Punjab—contd.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Brought over	180,965	226,800	157,000	16,414,346	...	...
SIRHIND CANAL (STATE OUTLAY). Old outlay	...	...	...	2,188,080	2,226,440	...
SIRHIND CANAL (STATE OUTLAY). Outlay against Open Capital sanctions	15,609	22,600	5,500	102,564	176,064	73,500
CHENAB CANAL (INCLUDING EXTENSION)	152,556	220,500	183,000	1,461,507	2,568,418	1,106,911
Madras.						
GODAVARI DELTA SYSTEM. Old outlay	...	...	...	1,083,306	1,108,933	...
GODAVARI DELTA SYSTEM. Outlay against Open Capital sanctions	165	600	800	9,196	10,997	1,801
KISTNA DELTA SYSTEM	30,659	38,300	34,000	1,076,722	1,391,978	315,256
SANGAM ANICUT SYSTEM	1,872	5,900	3,000	310,408	313,000	2,592
PERIYAR PROJECT	131,355	129,300	76,000	713,513	542,500	...
Bombay.						
DESERT CANAL. Old outlay	...	...	...	122,089	123,479	...
DESERT CANAL. Outlay against Open Capital sanctions	249	...	5,000	5,249	248	...
BEGARI „ . Old outlay	...	...	...	162,561	162,561	...
EASTERN NARA WORKS	18,054	36,700	90,000	665,336	609,029	...
MUTHA CANALS	4,220	12,600	8,000	632,813	621,421	...
Other projects	5,897	20,900	8,500	3,297,905	...	...
	541,601	714,200	570,800	28,246,601	...	...
Deduct—Outlay incurred from Ordinary Revenues	10,510	18,800	20,800	5,544,467	...	...
TOTAL	531,091	695,400	550,000	22,702,134	...	...
FAMINE RELIEF AND INSURANCE.						
PROTECTIVE IRRIGATION WORKS.						
North-Western Provinces and Oudh.						
BETWA CANAL. Old outlay	949	...	...	398,247	425,141	...
BETWA CANAL. Outlay against Open Capital sanctions	...	1,400	1,100	2,500	1,143	...
Punjab.						
SWAT RIVER CANAL. Old outlay	—179	...	...	348,410	354,581	...
SWAT RIVER CANAL. Outlay against Open Capital sanctions	...	2,200	...	2,200	2,363	163
Madras.						
RUSHIKULYA PROJECT	49,558	40,000	30,000	367,031	394,000	26,969
Bombay.						
NIRA CANAL	10,384	10,800	13,700	532,562	573,465	40,903
Other projects	81	1,400	200	411,147	...	...
	60,793	55,800	45,000	2,062,297	...	...
Deduct—Outlay incurred from Ordinary Revenues	...	...	...	285,434	...	...
TOTAL	60,793	55,800	45,000	1,776,863	...	...
GRAND TOTAL	591,884	751,200	595,000	24,478,997	...	

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VIII.—Gross receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1892-93, with Revised Estimates for 1893-94 and Budget Estimates for 1894-95.

	Accounts. 1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
GUARANTEED RAILWAYS.	*M.*	*M.*	*M.*	*M.*	*M.*	*M.*	*M.*
Open mileage at beginning of year	3,912	††3,241	3,243	2,588*	2,588	2,587	2,587
Gross Receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Madras	861,715	942,442	963,219	946,852	979,209	1,060,000	1,068,000
South Indian	551,270	582,050	468,015	...	...	...	...
Bombay, Baroda and Central India	1,300,596	1,308,085	1,325,745	1,422,292	1,435,202	1,515,000	1,495,000
Great Indian Peninsula	4,208,148	3,701,990	3,996,034	4,477,276	3,887,524	3,930,000	4,010,000
Oudh and Rohilkhand	481,686	...	...	...	...	...	...
TOTAL	7,403,415	6,534,567	6,753,013	6,846,420	6,301,935	6,505,000	6,573,000
Working Expenses.							
Madras	498,676	536,576	497,965	548,941	526,892	540,000	550,000
South Indian	382,017	377,325	281,260	...	...	...	...
Bombay, Baroda and Central India	559,640	559,210	537,342	599,948	579,392	547,500	562,500
Great Indian Peninsula	1,999,032	1,892,822	1,935,172	2,204,413	1,951,238	2,020,000	2,015,000
Oudh and Rohilkhand	313,242	...	...	...	...	...	...
TOTAL	3,752,607	3,365,933	3,251,739	3,353,302	3,057,522	3,107,500	3,127,500
Net Traffic Receipts.							
Madras	363,039	405,866	465,254	397,911	452,317	520,000	518,000
South Indian	169,253	204,725	186,755	...	...	...	...
Bombay, Baroda and Central India	740,956	748,875	788,403	822,344	855,810	967,500	932,500
Great Indian Peninsula	2,209,116	1,809,168	2,060,862	2,272,863	1,936,286	1,910,000	1,995,000
Oudh and Rohilkhand	168,444	...	...	...	...	...	...
TOTAL	3,650,808	3,168,634	3,501,274	3,493,118	3,244,413	3,397,500	3,445,500

* The South Indian Railway, 654½ miles, was purchased by the State on the 1st January 1891, and the mileage is shown under State Railways.

† The Bellary Branch of the Madras Railway, 33 miles in length, having been transferred to the Southern Mahratta Railway, the mileage is shown under State Railways.

‡ The Oudh and Rohilkhand Railway, 692 miles, was purchased by the State on the 1st January 1889, and the mileage is shown under State Railways.

APPENDIX.

STATE RAILWAYS.	Accounts. 1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
	M.	*M.*	*M.*	*M.*	*M.*	*M.*	*M.*
Open mileage at beginning of year	8,979	(*a*) 10,407	11,055	(*b*) 12,757	13,106	13.433	13,893
Gross Receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	4,471,119	4,474,030	4,428,495	4,957,632	4,888,869	5,120,300	5,030,300
Dildarnagar-Ghazipur	4,604						
Nalhati	10,459	10,444	10,008	9,235	...		
Patna-Gya	49,895	52,151	51,749	60,771	28,650		
Rajputana-Malwa	1,903,833	1,938,223	1,851,105	2,205,116	2,247,595	2,280,000	2,280,000
Sindia	37,080	7,108	...	...	...	...	...
Godhra-Rutlam	...	...	...	...	...	9,000	47,500
Bhopal	5,512	7,916	8,777	13,088	15,310	18,000	20,000
Palanpur-Deesa	...	...	...	...	...	1,600	4,200
Warora Colliery	88,442	82,187	90,930	54,425	54,407	56,000	57,200
Wardha Coal				25,897	23,299	20,600	24,000
Bengal Nagpur	163,517	218,157	319,391	637,317	603,259	650,000	680,000
Umaria Colliery	17,822	26,408	33,979	27,996	36,524	36 200	36,200
Burma	314,241	348,338	376,678	406,038	695,172	622,500	690,000
Tounghoo-Mandalay	31,901	161,449	193,310	210,027			
Mu Valley	...	...	...	13,614	23,154	27,500	30,000
Jorhat	5,964	6,046	6,198	6,402	6,641	7,000	7,200
Cherra-Companygunj	620	1,235	1,713	1,953	1,846	2,300	2,300
Eastern Bengal	1,070,589	1,145,727	1,220,112	1,146,384	1,182,955	1,260,000	1,220,000
Tirhoot	170,854	211,182	69,726	488,854	538,398	535,000	540,000
Bengal and North-Western and Tirhoot	...	...	320,600				
Bengal Central	72,389	72,991	74,047	76,110	78,006	78,000	79,000
Oudh and Rohilkhand	174,788	784,746	734,471	879,286	845,934	885,000	900,000
Benares Branch	700						
Indian Midland	108,154	314,730	331,908	436,012	444,354	455,000	480,000
Bareilly-Pilibhit	9,350	10,985	9,954	1,991	...	76,000	77,500
Lucknow-Sitapur-Seramau	25,428	31,888	33,729	...	23		
Lucknow-Bareilly	...	...	7,356	56,314	69,469		
North Western	2,573,190	2,905,416	2,730,774	3,309,010	2,569,878	2,980,000	2,950,000
Amritsar-Pathankot	8,738	10,154	11,225	11,224			
South Indian	...	...	147,044	725,984	7,97,602	770,000	820,000
Villupuram-Guntakal	...	...	1,995				
„ „ Nellore Branch	23,566	25,454	24,260				
Mysore	59,014	101,156	122,768	134,356	151,225	161,000	170,000
Bezvada Extension	...	7,667	7,473	8,737	9,878	10,800	11,000
East Coast	...	...	...	...	...	70,000	115,000
Guntakul-Hindupur	...	...	...	...	...	26,000	26,000
Mayavaram-Mutupet	...	...	...	...	...	...	22,500
Dhond and Manmad*	25,54 5	24,943	26,313	30,858	32,834	34,500	36,000
Southern Mahratta	399,806	407,133	457,136	477,303	463,116	570,000	570,000
Hyderabad-Umarkot	...	...	...	...	6,409	13,000	14,000
TOTAL	11,827,120	13,387,864	13,703,224	16,411,934	15,814,807	16,775,300	16,939,900

* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receives a percentage of the gross receipts.

(*a*) Includes the length of the Oudh and Rohilkhand Railway.

(*b*) Ditto ditto South Indian and Bengal and North-Western Railways.

APPENDIX.

Working Expenses.	Accounts. 1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	1,689,946	1,682,537	1,484 563	1,643,008	1,607,100	1,570,000	1,650,000
Dildarnagar-Ghazipur	2,195						
Nalhati	8,541	7,594	7,832	4,818	...		
Patna-Gya	23,786	25,395	23,739	25,983	12,303		
Rajputana-Malwa	970,424	1,020,867	926,066	1,087,885	1,018,701	1,090,000	1,065,000
Sindia	17,703	3,372	...	...	...	...	...
Godhra Rutlam	...	...	...	...	...	3,700	19,500
Bhopal	4,977	8,458	10,434	8,228	9,670	12,000	12,000
Palanpur Deesa	...	...	...	...	...	1,100	2,900
Warora Colliery	61,323	57,343	64,772	43,149	50,674	56,000	51,200
Wardha Coal				19,952	19.889	11,700	13,200
Bengal-Nagpur	127,058	147,176	234,881	303,037	309,681	317,500	340,000
Bilaspur-Etawah	...	...	...	...	1,321	...	...
Umaria Colliery	20,363	22,418	23,681	25,976	33,179	34,000	33,500
Burma	189,876	204,756	207,845	228,128	351,915	370,000	375,000
Tounghoo-Mandalay	32,545	120,702	108,278	110,167			
Mu Valley	...	...	...	12,039	54,010	55,000	55,000
Jorhat	5,707	6,231	5,797	6,090	5,495	5,700	6,000
Cherra-Companygunj	2,116	2,672	1,917	1,909	1,750	2,100	2,100
Eastern Bengal	490,105	510,317	542,205	626,279	561,629	535,000	550,000
Tirhoot	96,254	90,553	31,093	2,216	395,397	390,000	385,000
Bengal and North-Western and Tirhoot	...	...	131,952	415,490			
Bengal Central	51,147	45,648	49,263	57,001	53,808	54,000	55,000
Oudh and Rohilkhand	54,558	343,935	350,043	381,473	368,691	390,000	410,000
Benares Branch	80						
Indian Midland	69,512	234,086	254,146	267,555	292,086	283,000	288,000
Bareilly-Pilibhit	6,592	7,300	7,893	...	...	44,000	44,000
Lucknow-Sitapur-Seramau	18,153	21,266	23,529	...	...		
Lucknow-Bareilly	...	...	4,428	33,108	42,737		
North Western	1,742,526	1,856,235	1,749,515	1,953,535	1,811,838	1,900,000	1,900,000
South Indian	...	...	70,577	497,698	507,014	501,700	500,000
Villupuram-Guntakal	...	...	1,344				
„ „ Nellore Branch	27,060	18,369	17,149				
Mysore	47,744	90,598	96,446	102,932	98,812	124,000	118,000
Bezvada Extension	...	6,083	5,837	5,828	7,038	7,100	7,200
East Coast	...	...	...	...	...	50,000	80,000
Guntakal-Hindupur	...	...	...	...	...	15,500	15,500
Mayavaram Mutupet	...	...	...	...	...	...	15,200
Dhond and Manmad*	...	...	...	...	...	...	...
Southern Mahratta	298,965	330,529	336,715	350,996	323,709	425,500	397,500
Hyderabad-Umarkot	...	...	...	...	6,421	10,500	11,000
TOTAL	6,059,256	6,864,440	6,771,940	8,214,480	7,944,868	8,259,100	8,401,800

* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receives a percentage of the gross receipts.

APPENDIX.

	Accounts.					Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.		
Net Traffic Receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	2,781,173						
Dildarnagar-Ghazipur	2,409	2,791,493	2,943,932	3,314,624	3,281,769		
Nalhati	1,918	2,850	2,176	4,418	...	3,550,300	3,380,300
Patna-Gya	26,109	26,756	28,010	34,788	16,347		
Rajputana-Malwa	933,409	917,356	925,039	1,117,231	1,228,894	1,190,000	1,215,000
Sindia	19,377	3,736	...	...	...	...	....
Godhra-Rutlam	...	...	...	...	...	5,300	28,000
Bhopal	535	—542	—1,657	4,861	5,640	6,000	8,000
Palanpur-Deesa	...	...	...	...	...	500	1,300
Warora Colliery				11,276	3,733	...	6,000
Wardha Coal	27,119	24,844	26,158	5,945	3,410	8,900	10,800
Bengal-Nagpur	36,459	70,981	84,510	334,280	293,578	332,500	340,000
Bilaspur-Etawah	...	...	...	...	—1,321	...	...
Umaria Colliery	—2,541	3,990	10,298	2,020	3,345	2,200	2,700
Burma	124,365	143,582	168,833	177,910			
Tounghoo-Mandalay	—644	40,747	85,032	99,861	343,257	252,500	315,000
Mu Valley	...	...	...	1,575	—30,856	—27,500	—25,000
Jorhat	257	—185	401	311	1,146	1,300	1,200
Cherra-Companygunj	—1,496	—1,437	—204	44	96	200	200
Eastern Bengal	580,484	635,410	677,907	520,104	621,326	725,000	670,000
Tirhoot	74,600	120,629	88,633	—2,216			
Bengal and North-Western and Tirhoot	...	...	188,648	73,364	143,001	145,000	155,000
Bengal Central	21,242	27,343	24,784	19,109	24,198	24,000	24,000
Oudh and Rohilkhand	120,230						
Benares Branch	620	440,811	384,428	497,813	477,243	495,000	490,000
Indian Midland	38,642	80,644	77,762	168,457	152,268	172,000	192,000
Bareilly-Pilibhit	2,758	3,685	2,061	1,991	...		
Lucknow-Sitapur-Seramau	7,275	10,622	10,200	...	23	32,000	33,500
Lucknow-Bareilly	...	...	2,928	23,206	26,732		
North Western	830,664	1,049,181	981,259	1,355,475			
Amritsar-Pathankot	8,738	10,154	11,225	11,224	758,040	1,080,000	1,050,000
South Indian	...	...	76,467	228,286			
Villupuram-Guntakal	...	...	651	...	290,588	268,300	320,000
„ „ Nellore Branch	—3,494	7,085	7,111	...			
Mysore	11,270	10,558	26,322	31,423	52,413	37,000	52,000
Bezváda Extension	...	1,584	1,636	2,909	2,840	3,700	3,800
East Coast	...	...	...	...	...	20,000	35,000
Guntakal-Hindupur	...	...	...	...	...	10,500	10,500
Mayavaram-Mutupet	...	...	...	...	...	...	7,300
Dhond and Manmad*	25,545	24,943	26,313	30,858	32,834	34,500	36,000
Southern Mahratta	100,841	76,604	120,421	126,307	139,407	144,500	172,500
Hyderabad-Umarkot	...	...	...	...	—12	2,500	3,000
TOTAL	5,767,864	6,523,424	6,931,284	8,197,454	7,869,939	8,516,200	8,538,100

* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receives a percentage of the gross receipts.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1892-93, with Revised Estimate for 1893-94, and Budget Estimate for 1894-95.

	Actuals.					Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.		
DIRECT RECEIPTS—	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Orissa canals	24,351	30,422	34,501	37,100	49,766	34,000	34,000
Midnapore canal	25,180	27,761	23,720	28,470	28,018	27,000	27,000
Hidgellee Tidal canal	5,517	4,195	2,804	3,692	5,346	5,500	5,500
Sone canals	84,389	89,750	73,648	91,009	105,637	83,500	83,500
Ganges canals	213,014	199,141	248,974	261,685	248,145	250,100	240,500
Lower Ganges canal	123,382	133,309	140,604	178,594	180,863	180,000	172,100
Agra canal	46,622	56,566	61,390	60,100	54,280	49,100	47,100
Eastern Jumna canal	71,154	63,514	83,255	81,294	77,536	96,000	90,500
Betwa canal	7,313	7,585	7,455	10,229	8,547	7,200	7,200
Western Jumna canal (including Sirsa Branch)	90,170	113,116	160,321	151,127	117,126	110,300	133,000
Chenab canal	3,768	7,711	9,793	10,294	19,100	37,500	59,000
Bari Doab canal	139,232	139,663	149,559	169,840	231,345	203,200	210,000
Sirhind canal	113,233	133,917	168,523	201,595	243,032	108,300	143,000
Swat River canal	22,753	24,941	25,048	20,369	28,922	26,000	26,000
Godavari Delta System	10,653	11,492	12,236	11,096	11,974	12,000	12,000
Kistna „ „	4,669	4,502	5,047	4,831	5,299	5,000	5,000
Sangam Anicut „	142	91	127	74	91	100	100
Desert canal	7,037	5,193	2,803	974	2,872	3,500	4,200
Begari „	5,097	4,404	2,836	1,435	2,961	2,900	3,200
Eastern Nara Works	1,681	1,753	2,206	2,044	2,025	2,100	2,100
Mutha canals	21,640	20,625	21,881	24,756	22,520	24,900	24,400
Nira canal	1,029	2,756	3,609	4,449	8,550	7,700	8,700
Other projects	39,776	50,177	44,343	49,680	56,775	57,700	53,500
TOTAL	1,061,802	1,132,584	1,284,683	1,404,737	1,510,730	1,333,600	1,391,600
PORTION OF LAND REVENUE DUE TO IRRIGATION—							
Ganges canal	44,301	54,731	66,446	69,008	71,559	71,600	71,600
Lower Ganges canal	20,959	20,959	20,959	20,959	20,959	21,000	21,000
Eastern Jumna „	22,153	22,153	23,292	24,614	24,980	24,900	24,900
Western Jumna „	5,275	4,737	2,368	...	...	...	...
Chenab canal	...	...	...	112	1,752	2,200	2,200
Bari Doab canal	40,469	42,467	44,046	24,988	11,897	17,900	17,900
Godavari Delta System	195,920	200,371	204,703	215,151	222,382	225,600	228,000
Kistna „ „	142,362	150,618	167,461	173,970	174,845	194,200	213,200
Sangam Anicut „	8,541	12,000	12,946	814	16,159	22,500	24,100
Desert canal	11,030	13,120	12,854	1,458	8,969	9,400	14,000
Begari „	25,223	22,498	18,922	22,255	30,540	30,400	30,100
Eastern Nara Works	34,586	42,908	38,890	37,197	41,323	44,100	48,200
Mutha canals	*—562*	*—538*	*—595*	*—718*	*—524*	...	...
Nira canal	*—44*	*—128*	*—171*	*—213*	*—419*	...	...
Other projects	120,828	103,870	96,875	83,594	97,884	128,200	173,300
TOTAL	671,041	689,766	708,996	673,189	722,306	792,000	868,500
TOTAL REVENUE—							
Orissa canals	24,351	30,422	34,501	37,100	49,766	34,000	34,000
Midnapore canal	25,180	27,761	23,720	28,470	28,018	27,000	27,000
Hidgellee Tidal canal	5,517	4,195	2,804	3,692	5,346	5,500	5,500
Sone canals	84,389	89,750	73,648	91,009	105,637	83,500	83,500
Ganges canal	257,315	253,872	315,420	330,693	319,704	321,700	312,100
Lower Ganges canal	144,341	154,268	161,563	199,553	201,822	201,000	193,100
Agra canal	46,622	56,566	61,390	60,100	54,280	49,100	47,100
Eastern Jumna canal	93,307	85,667	106,547	105,908	102,516	120,900	115,400
Betwa canal	7,313	7,585	7,455	10,229	8,547	7,200	7,200
Western Jumna canal (including Sirsa Branch)	95,445	117,853	162,689	151,127	117,126	110,300	133,000
Chenab canal	3,768	7,711	9,793	10,406	20,852	39,700	61,200
Bari Doab canal	179,701	182,130	193,605	194,828	243,242	221,100	227,900
Sirhind canal	113,233	133,917	168,523	201,595	243,032	108,300	143,000
Swat River canal	22,753	24,941	25,048	20,369	28,922	26,000	26,000
Godavari Delta System	206,573	211,863	216,939	226,247	234,356	237,600	240,000
Kistna „ „	147,031	155,120	172,508	178,801	180,144	199,200	218,200
Sangam Anicut „	8,683	12,091	13,073	888	16,250	22,600	24,200
Desert canal	18,067	18,313	15,657	2,432	11,841	12,900	18,200
Begari „	30,320	26,902	21,758	23,690	33,501	33,300	33,300
Eastern Nara Works	36,267	44,661	41,096	39,241	43,348	46,200	50,300
Mutha canals	21,078	20,087	21,286	24,038	21,996	24,900	24,400
Nira canal	985	2,628	3,438	4,236	8,131	7,700	8,700
Other projects	160,604	154,047	141,218	133,274	154,659	185,900	226,800
TOTAL	1,732,843	1,822,350	1,993,679	2,077,926	2,233,036	2,125,600	2,260,100

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross receipts, working expenses and net earnings of Irrigation—Major Works, for five years ending 1892-93, with Revised Estimate for 1893-94, and Budget Estimate for 1894-95—*continued.*

	Actuals.					Revised Estimate, 1893-94.	Budget Estimate, 1894-95.
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.		
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Working Expenses—							
Orissa canals	38,717	43,170	43,946	39,609	47,551	47,300	47,800
Midnapore canal	20,035	20,067	19,925	25,733	18,658	22,200	25,000
Hidgellee Tidal canal	7,535	2,572	5,197	4,867	3,177	5,500	5,000
Sone canals	75,522	69,747	66,059	65,208	70,148	67,500	70 000
Ganges canal	91,931	95,789	104,495	104,938	105,922	105,000	105,900
Lower Ganges canal	96,850	90,792	88,981	84,774	83,174	76,500	78,900
Agra canal	24,113	25,975	23,225	23,839	24,591	24,400	22,200
Eastern Jumna canal	25,467	24,718	29,804	28,439	30,127	31,800	30,200
Betwa canal	10,444	10,721	10,534	9,795	10,138	10,000	10,000
Western Jumna canal (including Sirsa Branch)	47,536	47,917	56,050	48,207	49,092	61,000	54,500
Chenab canal	7,835	9,823	8,951	10,724	25,327	29,900	35,000
Bari Doab canal	56,561	56,970	56,593	72,424	67,691	53,000	52,500
Sirhind canal	53,647	60,404	58,600	54,948	65,485	57,900	60,000
Swat River canal	8,745	9,221	10,247	9,579	9,388	8,500	8,500
Godavari Delta System	52,221	46,792	56,050	51,569	54,694	49,500	49,800
Kistna ,, ,,	32,299	36,552	38,576	42,038	42,535	44,700	41,800
Sangam Anicut ,,	4,170	4,830	5,213	3,569	4,434	4,100	4,100
Desert canal	2,718	3,690	3,715	11,152	9,422	7,100	3,900
Begari ,,	6,452	7,583	6,052	6,314	3,715	5,200	6,400
Eastern Nara Works	8,393	8,266	9,375	8,277	10,194	9,000	6,400
Mutha canals	6,246	7,712	7,085	7,333	7,977	6,600	6,300
Nira canal	1,716	2,466	2,734	3,882	5,175	5,200	5,200
Other projects	42,523	41,781	47,006	44,227	45,336	39,800	41,500
Total	721,676	727,558	758,413	761,445	793,951	771,700	769,200
Net Revenue—							
Orissa canals	*—14,366*	*—12,748*	*—9,445*	*—2,509*	2,215	*—13,300*	*—13,000*
Midnapore canal	5,145	7,694	3,795	2,737	9,360	4,800	2,000
Hidgellee Tidal canal	*—2,018*	1,623	*—2,393*	*—1,175*	2,169	...	500
Sone canals	8,867	20,003	7,589	25,801	35,489	16,000	13,500
Ganges canal	165,384	158,083	210,925	225,755	213 782	216,700	206,200
Lower Ganges canal	47,491	63,476	72,582	114,779	118,648	124,500	114.200
Agra canal	22,509	30,591	38,165	36,261	29,689	24,700	24,900
Eastern Jumna canal	67,840	60,949	76,743	77,469	72,389	89,100	85,200
Betwa canal	*—3,131*	*—3,136*	*—3,079*	434	*—1,591*	*—2,800*	*—2,800*
Western Jumna canal (including Sirsa Branch)	47,909	69,936	106,639	102,920	68,034	49,300	78,500
Chenab canal	*—4,067*	*—2,112*	842	*—318*	*—4,475*	9,800	26,200
Bari Doab canal	123,140	125,160	137,012	122,404	175.551	168,100	175,400
Sirhind canal	59,586	73,513	109,923	146,647	177,547	50,400	83,000
Swat River canal	14,008	15,720	14,801	10,790	19,534	17,500	17 500
Godavari Delta System	154,352	165,071	160,889	174,678	179,662	188,100	190,200
Kistna ,, ,,	114,732	118,568	133,932	136,763	137,609	154,500	176,400
Sangam Anicut ,,	4,513	7,261	7,860	*—2,681*	11,816	18,500	20,100
Desert canal	15,349	14,623	11,942	*—8,720*	2,419	5,800	15,200
Begari ,,	23,868	19,319	15,706	17,376	29,786	28,100	26,900
Eastern Nara Works	27,874	36,395	31,721	30,964	33,154	37,200	43,900
Mutha canals	14,832	12,375	14,201	16,705	14,019	18,300	18,100
Nira canal	*—731*	162	704	354	2,956	2,500	3,500
Other projects	118,081	112,266	94,212	89,047	109,323	146,100	185,300
Total	1,011,167	1,094,792	1,235,266	1,316,481	1,439,085	1,353,900	1,490,900

APPENDIX.

CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.

TABLE X.—Abstract of Budget Estimates of Capital transactions of Guaranteed and Subsidized Railways, 1893-94 and 1894-95.

Railways.	Amount in Rupees.			Amount of Exchange.			Amount in Pounds Sterling.		
	1893-94.		Budget, 1894-95.	1893-94.		Budget, 1894-95.	1893-94.		Budget, 1894-95.
	Budget.	Revised.		Budget.	Revised.		Budget.	Revised.	
	₹	₹	₹	₹	₹	₹	£	£	£
Guaranteed Railways.									
Receipts.									
Madras	23,50,000	21,00,000	22,00,000	1,96,000	1,75,000	1,83,000	215,400	192,500	201,700
Bombay, Baroda and Central India	27,50,000	25,25,000	28,75,000	2,29,000	2,10,000	2,40,000	252,100	231,500	263,500
Great Indian Peninsula	71,50,000	70,50,000	71,50,000	5,96,000	5,88,000	5,96,000	655,400	646,200	655,400
Total	1,22,50,000	1,16,75,000	1,22,25,000	10,21,000	9,73,000	10,19,000	1,122,900	1,070,200	1,120,600
Advances.									
Madras	19,00,000	17,25,000	19,00,000	1,58,000	1,43,000	1,58,000	174,200	158,200	174,200
Bombay, Baroda and Central India	16,00,000	17,25,000	20,50,000	1,33,000	1,43,000	1,71,000	146,700	158,200	187,900
Great Indian Peninsula	41,60,000	41,50,000	45,00,000	3,47,000	3,46,000	3,75,000	381,300	380,400	412,500
Total	76,60,000	76,00,000	84,50,000	6,38,000	6,32,000	7,04,000	702,200	696,800	774,600
Net Receipts.									
Madras	4,50,000	3,75,000	3,00,000	38,000	32,000	25,000	41,200	34,300	27,500
Bombay, Baroda and Central India	11,50,000	8,00,000	8,25,000	96,000	67,000	69,000	105,400	73,300	75,600
Great Indian Peninsula	29,90,000	29,00,000	26,50,000	2,49,000	2,42,000	2,21,000	274,100	265.800	242,900
Total	45,90,000	40,75,000	37,75,000	3,83,000	3,41,000	3,15,000	420,700	373.400	346,000
Subsidized Railways.									
Receipts.									
Capital received in India — Nilgiri Railway	10,00,000	7,00,000	6,25,000	...	...	...	100.000	70,000	62,500
Capital received in India — Lucknow-Bareilly	...	...	...	...	...	...	...	...	...
Gain on remittances to India — Southern Mahratta	...	...	...	3,24,000	1,00,000	3,05,000	—32,400	—10,000	—30,500
Gain on remittances to India — Mysore	...	...	...	...	...	...	...	...	...
Gain on remittances to India — Assam-Bengal	...	...	...	3,60,000	1,70,000	4,55,000	—36,000	—17,000	—45,500
Gain on remittances to India — Indian Midland	...	...	...	2,33,000	1,66,000	3,44,000	—23,300	—16,600	—34,400
Gain on remittances to India — Bengal Central	...	...	...	3,000	3,000	5,000	—300	—300	—500
Gain on remittances to India — Bengal-Nagpur	...	...	...	1,61,000	98,000	1,05,000	—16,100	—9,800	—10,500
Gain on remittances to India — Lucknow-Bareilly	...	...	...	...	...	...	...	...	...
Total	10,00,000	7,00,000	6,25,000	10,81,000	5,37,000	12,14,000	—8,100	16,300	—58,900
Withdrawals.									
Southern Mahratta	—4,79,000	—1,35,000	—1,00,000	—80,000	—22,000	—17,000	— 39,900	—11.300	— 8,300
Mysore	6,79,000	1,15,000	2,40,000	1,72,000	29,000	60,000	50,700	8,600	18,000
Assam-Bengal	74,50,000	58,38,000	37,47,000	23,18,000	17,84,000	11,45,000	513,200	405,400	260,200
Indian Midland	6,23,000	—12,000	4,78,000	1,25,000	—2,000	96,000	49,800	—1,000	38,200
Bengal Central	1,24,000	20,000	29,000	35,000	5,000	7,000	8,900	1,500	2,200
Bengal-Nagpur	13,55,000	7,13,000	84,000	3,13,000	1,64,000	19,000	104,200	54,900	6,500
Lucknow-Bareilly	1,81,000	2,31,000	1,23,000	68,000	87,000	46,000	11,300	14,400	7,700
Nilgiri	10,00,000	7,00,000	6,51,000	...	...	...	100,000	70,000	65,100
Total	1,09,33,000	74,70,000	52,52,000	29,51,000	20,45,000	13,56,000	798,200	542,500	389,600
Net Withdrawals	99,33,000	67,70,000	46,27,000	18,70,000	15,08,000	1,42,000	806,300	526,200	448,500
Guaranteed and Subsidized Railways.									
Net Withdrawals	53,43,000	26,95,000	8,52,000	14,87,000	11,67,000	—1,73,000	385,600	152,800	[illegible]

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 11TH MARCH 1893, AND FROM 1ST JANUARY TO 10TH MARCH 1894.

N.B.—As regards the figures in column *Total Earning: from 1st January 1894* audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 11th March 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 10th March 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 11th March 1893.	Earnings from 1st January to 10th March 1894.	Increases during the 1st-half of 1894.	Decreases during the 1st-half of 1894.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	619	1,634	10,18,678	623	1,634	11,16,489	683	1,00,37,074	1,13,42,450	13,04,476	...
Bengal-Nágpur	180	803	1,71,058	198	862	1,80,791	210	15,48,207	16,33,911	85,704	...
Indian Midland	145	752	1,01,687	135	752	1,06,503	142	11,15,000	11,81,550	65,506	...
Bezwada Extension	90	21	1,982	94	21	1,348	64	23,502	14,132	...	9,370
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,609	5,08,475	299	1,710	5,06,630	296	49,02,349	52 83,656	3,21,307	...
South Indian	157	1,043	1,70,781	104	1,043	1,47,234	141	15,49,241	12,81,887	...	2,67,354
Southern Mahratta (*b*)	109	1,107	1,18,523	107	1,104	1,23,179	106	10,80,381	11,17,804	28,483	...
Bengal and North-Western (*c*)	102	756	1,26,357	167	750	1,11,200	147	11,05,358	11,41,702	...	23,656
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	13,942	63	223	23,696	106	1,57,779	1,98,807	41,028	...
Pálanpur-Deesa	...	...	...	...	10	910	57	...	7,074	7,074	...
TOTAL	272	8,098	22,31,493	276	8,181	23,17,980	283	2,16,49,781	2,32,03,039	15,53,858	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	7,23,516	288	2,507	6,32,211	252	55,38,167	61,60,158	6,21,901	...
Oudh and Rohilkhand (state)	272	692	1,76,866	256	741	1,94,295	262	17,23,888	19,63,593	2,39,705	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	2,01,987	260	813	2,11,260	260	20,17,710	25,24,219	5,06,509	...
Bengal Central (*e*)	120	125	18,549	148	125	14,940	120	1,59,064	1,44,010	...	15,048
East Coast (state)	55	91	5,506	61	200	32,675	123	(*f*)11,928	1,98,101	1,86,173	...
Metre gauge—											
Burma (state)	224	715	2,01,501	282	730	1,91,761	263	19,66,313	16,62,612	...	3,03,701
Special gauges—											
Jorhát (state provincial)	40	28	1,029	37	28	1,180	42	9,063	10,344	381	...
Cherra-Companyganj (state provincial)	58	8	501	63	8	453	56	4,947	4,578	...	369
TOTAL	231	4,945	13,20,455	269	5,218	12,78,775	245	1,14,31,080	1,26,07,621	12,35,041	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	7,75,286	520	1,490	8,84,913	594	88,08,104	96,03,958	7,05,857	...
Bombay, Baroda and Central India	705	461	3,16,054	687	461	3,39,000	735	20,00,771	34,57,998	1,01,197	...
Madras	242	840	2,21,320	264	840	2,03,591	242	20,04,205	18,05,511	..	1,98,694
TOTAL	525	2,791	13,13,466	471	2,791	14,27,504	511	1,30,20,077	1,49,27,437	9,08,360	...
TOTAL (GUARANTEED AND STATE)	304	15,834	48,74,414	308	16,190	50,24,259	310	4,70,10,838	5,04,98,097	34,87,859	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	22,950	143	161	24,971	155	2,02,557	2,23,234	20,677	...
Tarkessur	277	22	6,247	284	22	8,209	373	60,582	63,354	2,772	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	5,489	82	67	13,172	197	44,892	92,385	47,493	...
Dibru-Sadiya	126	78	9,984	128	78	11,061	142	93,453	98,448	4,995	...
TOTAL	142	328	44,670	136	328	57,413	175	4,01,484	4,77,421	75,937	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	58,220	175	333	65,639	197	5,65,516	5,65,951	435	...
The Gaekwar's Petlád	103	13	1,662	128	13	1,110	85	13,743	10,665	...	3,078
Rájpufa-Bhátinda	124	108	15,717	146	108	15,068	140	1,20,858	1,51,780	30,922	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	43,686	132	362	28,870	80	3,41,479	2,91,975	...	49,504
The Gaekwar's Mehsána	80	93	7,204	77	93	8,050	87	68,590	79,532	10,962	...
Kolhapur	83	29	2,212	76	29	2,469	85	25,922	19,307	...	6,615
Special gauge—											
The Gaekwar's Dabhoi	82	72	4,823	67	72	5,440	76	50,446	49,212	...	1,234
TOTAL	125	979	1,33,524	136	1,010	1,26,046	125	11,86,554	11,08,442	...	18,112
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	53,199	159	334	52,213	156	4,23,727	4,00,367	...	14,360
Jetalsar-Rájkot	24	...	...	...	46	3,773	82	...	28,806	28,806	...
Jodhpur-Bickaneer	53	291	18,897	65	364	24,200	66	1,77,586	2,52,327	74,741	...
Special gauge—											
Morvi	70	94	6,835	73	94	7,052	75	62,853	68,338	5,485	...
TOTAL	93	719	78,931	110	838	87,238	104	6,64,166	7,58,838	94,672	...
GRAND TOTAL	282	17,860	51,31,539	287	18,366	52,95,556	288	4,92,63,042	5,29,03,398	36,40,356	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

SIMLA,
The 19th March, 1894.

H. P. BURT,
Assistant Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLVII OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 11th March 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 10th March 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April 1892 to 11th March 1893.	Earnings from 1st April 1893 to 10th March 1894.	Increases in 1893-94.	Decreases in 1893-94.
State lines worked by companies.	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
Standard gauge—											
East Indian	580	1,634	10,18,678	623	1,634	11,16,489	683	4,61,80,886	4,81,74,046	19,93,160	...
Bengal-Nágpur	140	863	1,71,058	198	862	1,80,791	210	55,45,678	59,72,701	4,27,023	...
Indian Midland	129	752	1,01,687	135	752	1,06,503	142	47,05,504	47,90,557	85,053	...
Bezwada Extension	80	21	1,982	94	21	1,348	64	95,465	92,731	...	2,734
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,08,475	299	1,710	5,06,630	296	2,10,23,373	2,13,75,642	3,52,269	...
South Indian	139	1,043	1,70,781	164	1,043	1,47,234	141	74,37,362	73,18,261	...	1,19,101
Southern Mahratta (*b*)	87	1,107	1,18,533	107	1,164	1,23,179	106	44,18,795	56,03,582	11,84,787	...
Bengal and North-Western (*c*)	137	756	1,26,357	167	756	1,11,200	147	50,03,673	48,80,326	...	1,23,347
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	13,942	63	223	23,696	106	6,43,854	7,06,212	62,358	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	(*d*)12,066	12,066	...
TOTAL	243	8,098	22,31,493	276	8,181	23,17,980	283	9,50,54,590	9,89,26,124	38,71,534	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	7,23,516	288	2,507	6,32,211	252	2,40,84,339	2,81,04,041	40,19,702	...
Oudh and Rohilkhand (state)	235	692	1,76,866	256	741	1,94,295	262	78,48,242	83,14,022	4,65,780	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,01,987	260	813	2,11,260	260	1,12,22,693	1,19,73,458	7,50,765	...
Bengal Central (*f*)	120	125	18,549	148	125	14,940	120	7,35,843	7,24,323	...	11,520
East Coast (state)	...	91	5,506	61	266	32,675	123	(*g*) 11,928	(*h*) 6,68,952	6,57,024	...
Metre gauge—											
Burma (state)	194	715	2,01,501	282	730	1,91,761	263	67,04,573	58,99,456	...	8,05,117
Special gauges—											
Jorhát (state provincial)	46	28	1,029	37	28	1,180	42	63,187	66,880	3,693	...
Cherra-Companyganj (state provincial)	47	8	501	63	8	453	56	18,246	21,028	2,782	...
TOTAL	217	4,945	13,29,455	269	5,218	12,78,775	245	5,06,89,051	5,57,72,160	50,83,109	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	513	1,490	7,75,286	520	1,490	8,84,913	594	3,71,14,897	3,68,51,932	...	2,62,965
Bombay, Baroda and Central India	605	461	3,16,654	687	461	3,39,000	735	1,33,95,558	1,41,46,141	7,50,583	...
Madras	226	840	2,21,526	264	840	2,03,591	242	92,84,063	97,22,295	4,38,232	...
TOTAL	448	2,791	13,13,466	471	2,791	14,27,504	511	5,97,94,518	6,07,20,368	9,25,850	...
TOTAL (GUARANTEED AND STATE)	271	15,834	48,74,414	308	16,190	50,24,259	310	20,55,38,159	21,54,18,652	98,80,493	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	22,950	143	161	24,971	155	10,29,010	11,54,010	1,25,000	...
Tárkessur	252	22	6,247	284	22	8,209	373	2,71,357	2,68,290	...	3,067
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	5,489	82	67	13,172	197	3,83,034	4,38,200	55,166	...
Dibru-Sadiya	123	78	9,984	128	78	11,061	142	4,69,009	4,87,797	18,788	...
TOTAL	135	328	44,670	136	328	57,413	175	21,52,410	23,48,297	1,95,887	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	58,220	175	333	65,639	197	25,10,947	25,64,550	53,603	...
The Gaekwar's Petlád	96	13	1,662	128	13	1,110	85	60,659	50,609	...	4,050
Rájpura-Bhátinda	92	108	15,717	146	108	15,068	140	5,09,477	6,77,102	1,67,625	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	94	331	43,686	132	362	28,870	80	14,42,155	16,22,848	1,80,693	...
The Gaekwar's Mehsána	59	93	7,204	77	93	8,050	87	2,60,401	3,18,210	57,809	...
Kolhápur	67	29	2,212	76	29	2,469	85	94,911	1,05,608	10,697	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	4,823	67	72	5,440	76	2,31,310	2,28,712	...	2,598
TOTAL	107	979	1,33,524	136	1,010	1,26,646	125	51,09 860	55,73,639	4,63,779	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	53,199	159	334	52,213	156	16,23,027	18,96,968	2,73,941	...
Jetalsar-Rájkot	...	...	...	...	46	3,773	82	...	(*k*) 1,31,813	1,31,813	...
Jodhpur-Bickander	60	291	18,897	65	364	24,200	66	8,58,080	9,09,696	51,616	...
Special gauge—											
Morvi	65	94	6,835	73	94	7,052	75	3,00,274	3,11,269	10,995	...
TOTAL	80	719	78,931	110	838	87,238	104	27,81,381	32,49,746	4,68,365	...
GRAND TOTAL	251	17,860	51,31,539	287	18,366	52,95,556	288	21,55,81,810	22,65,90,334	1,10,08,524	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from 8th November 1893 to 10th March 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Total earnings, Bezwada-Godávari section from date of opening, *viz.*, the 20th February 1893.
(*h*) Total earnings of the Bezwada-Godávari section from 1st April 1893, and of the Godávari-Vizianagram section and the Cocanada and Vizagapatam branches from the date of opening, *viz.*, 15th July 1893.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April 1893 to 10th March 1894.

SIMLA,
The 19th March, 1894.

H. P. BURT,
Assistant Secretary.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

(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 January, 1894, compared with the corresponding month of the years 1892 and 1893.

WHENCE EXPORTED.	COTTON, RAW.												WHEAT.											
	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.			CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.		
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.	Mds-	Mds.	Mds.	Mds.	Mds.	Mds.
Madras	...	...	...	...	...	1,720	...	...	...	...	...	1,720	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	2,70,066	3,05,624	3,53,097	...	...	...	2,70,066	3,05,624	3,53,097	...	...	...	42,033	42,990	25,300	...	...	...	42,033	42,990	25,300
Sindh	...	...	...	...	...	...	26,014	23,510	42,211	26,014	23,510	42,211	...	...	...	...	...	...	39,891	62,606	1,90,692	39,891	62,606	1,90,692
Bengal	7,764	8,742	5,413	...	19	...	...	...	...	7,764	8,761	5,413	75,852	33,925	7,619	...	...	...	...	...	...	75,852	33,925	7,619
North-Western Provinces and and Oudh	23,713	36,124	1,08,641	48,580	95,149	1,17,567	...	...	...	72,293	1,28,273	2,26,208	2,03,319	1,33,625	1,00,446	76,931	46,749	855	...	...	...	2,80,250	1,80,374	1,01,301
Punjab	...	9,552	7,750	260	30,165	20,694	1,520	39,994	33,770	1,780	79,711	62,214	2,244	...	54,402	50,430	10,754	34,195	2,45,178	18,502	3,99,090	2,97,852	29,256	4,87,687
Central Provinces	25	546	1,317	5,954	22,521	28,056	...	...	...	5,979	23,067	29,373	1,139	28,726	18,810	2,86,633	3,23,366	2,45,620	...	...	...	2,87,772	3,52,092	2,64,430
Berar	1,249	236	1,198	2,06,141	1,53,554	2,85,245	...	...	...	2,07,390	1,53,790	2,86,443	...	...	...	10,698	11,331	...	...	...	...	10,698	11,331	...
Assam	762	3,107	3,488	...	...	...	...	...	...	762	3,107	3,488	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana and Central India	...	1,234	2,129	80,517	1,05,512	1,00,446	...	...	...	80,517	1,06,746	1,02,575	...	935	...	1,06,769	84,123	1,11,091	...	...	...	1,06,769	85,058	1,11,091
Nizam's Territory	...	...	...	13	932	373	...	...	...	13	932	373	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	323	...	...	...	...	...	323	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	33,513	56,541	1,29,936	6,11,531	7,13,799	9,07,198	27,534	63,504	75,981	6,72,578	8,33,844	11,13,115	2,82,554	1,97,211	1,81,277	5,73,494	5,19,313	4,17,061	2,85,069	81,108	5,89,782	11,41,117	7,97,632	11,88,120

WHENCE EXPORTED.	LINSEED.												INDIGO.											
	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.			CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.		
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Madras	...	...	...	...	88	972	...	...	...	...	88	972	...	...	...	6	292	260	...	...	...	6	292	260
Bombay	...	...	...	25,396	26,439	58,339	...	...	...	25,396	26,439	58,339	...	...	...	191	246	251	...	...	...	191	246	251
Sindh	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	553	2,565	437	553	2,565	437
Bengal	67,396	28,973	1,51,975	...	...	...	...	...	...	67,396	28,973	1,51,975	4,846	5,312	4,573	...	...	...	...	...	...	4,846	5,312	2,573
North-Western Provinces and Oudh	56,862	11,343	81,483	1,732	1,186	3,660	...	...	...	58,594	12,529	85,143	3,391	519	2,717	...	...	30	...	...	...	3 391	519	2,747
Punjab	...	...	...	...	...	...	...	...	565	...	...	565	...	...	...	2	...	1	593	984	331	595	984	332
Central Provinces	7,014	4,726	28,231	28,800	18,151	56,305	...	...	...	35,814	22,877	84,536	...	...	...	...	1	...	...	...	...	...	1	...
Berar	...	...	...	13,166	9,915	50,449	...	...	...	13,166	9,915	50,449	...	...	...	...	...	...	...	...	...	...	...	...
Assam	1,370	400	262	...	...	...	...	...	...	1,370	400	262	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana and Central India	10,308	413	12,146	10,186	11,816	12,276	...	...	...	20,494	12,229	24,422	...	...	...	148	500	416	...	...	...	148	500	416
Nizam's Territory	...	...	...	38,305	26,103	29,377	...	...	...	38,305	26,103	29,377	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	18	2	...	...	...	...	18	2	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,42,950	45,855	2,74,097	1,17,585	93,716	2,11,380	1	...	565	2,60,536	1,39,571	4,86,042	8,237	5,831	7,290	347	1,039	958	1,146	3,549	768	9,730	10,419	9,016

DEPARTMENT OF REVENUE AND AGRICULTURE,
Calcutta, the 22nd March, 1894.

M. FINUCANE,
Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE SIX MONTHS ENDING THE 30th JUNE, 1893.

No. 93 R. Stat., dated Simla, the 13th March, 1894.

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

Read again—

Public Works Department Order No. 12 R. Stat., dated the 21st January, 1892.

Public Works Department Order No. 77 R. Stat., dated the 13th March, 1893.

Read also —

The following note by the Director General of Railways, No. 52 Statistics, dated the 19th February, 1894, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the six months ending the 30th June, 1893.

The following summary gives the total number of accidents to trains, rolling stock, permanent-way, etc., for the six months ending the 30th June, 1893, distributed under the classification adopted in abstract No. 4 of the returns:—

Summary of accidents to trains, rolling stock, etc.

Serial No.	CLASSES OF ACCIDENTS.	AVERAGE NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF 1891 AND 1892.			SIX MONTHS ENDING THE 30TH JUNE, 1893.									
					NUMBER.			NUMBER OF PASSENGERS AND OTHERS			NUMBER OF SERVANTS			TOTAL ALL CLASSES
		Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	TOTAL.	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	TOTAL.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. Injured.
1	Collisions between passenger trains or parts of passenger trains	3	4	7	1	...	1	...	7	...	2	...	...	9
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	11	24	35	5	12	17	...	...	...	(a)1	...	1	
3	Collisions between goods trains or parts of goods trains	9	48	57	6	45	51	...	4	...	2	...	6	
4	Collisions between light engines													
5	Passenger trains or parts of passenger trains leaving the rails	1	22	23	1	14	15	...	...	...	1	...	1	
6	Goods trains or parts of goods trains, engines, etc., leaving the rails	18	26	44	8	41	49	...	...	...	...	...	...	

(a) A postal employé.

Serial No.	CLASSES OF ACCIDENTS.	AVERAGE NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF 1891 AND 1892.			SIX MONTHS ENDING THE 30TH JUNE, 1893.									
					NUMBER.			NUMBER OF PASSENGERS AND OTHERS		NUMBER OF SERVANTS		TOTAL ALL CLASSES		
		Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	TOTAL	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	TOTAL	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
7	Trains or engines travelling in the wrong direction through points	13	161	174	8	171	179	...	...	...	...	...	...	
8	Trains running into stations or sidings at too high a speed	2	34	36	...	44	44	...	...	...	1	...	1	
9	Trains running over cattle on the line	...	3	3	1	7	8	...	6	...	...	...	6	
10	Trains running over obstructions on the line	5	1,102	1,107	3	1,204	1,207	...	...	...	...	...	...	
11	Trains running through gates at level-crossings	5	76	81	3	78	81	(b)1	...	1	5	2	5	
12	The bursting of boilers of engines	1	37	38	...	27	27	...	...	...	2	...	2	
12(a)	The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	
13	The failure of machinery, spring, etc., of engines	...	67	67	...	105	105	...	...	...	...	...	...	
14	The failure of tyres	...	226	226	...	242	242	...	...	...	...	...	...	
15	„ „ of wheels	...	7	7	2	9	11	...	...	...	...	...	...	
16	„ „ of axles	...	2	2	...	6	6	...	...	...	...	...	...	
17	„ „ of brake apparatus	3	33	36	...	21	21	...	...	...	...	...	...	
18	„ „ of couplings	...	3	3	...	4	4	...	...	...	...	...	...	
19	„ „ of tunnels, bridges viaducts, culverts, etc.	2	113	115	...	138	138	...	...	...	...	...	...	
20	Broken rails	...	1	1	...	2	2	...	...	...	...	...	...	
21	The flooding of portions of permanent-way	...	24	24	...	30	30	...	...	...	...	...	...	
22	Slips in cuttings or embankments	5	9	14	15	35	50	...	...	...	...	...	...	
23	Fire in trains	5	13	18	6	18	24	...	...	...	...	...	...	
24	Fire at stations, or involving injury to bridges or viaducts	3	112	115	1	83	84	1	1	...	...	1	1	
		1	41	42	1	27	28	(b)2	...	..	...	2	...	
25	Other accidents	0	128	134	6	102	108	...	...	...	...	...	...	
	TOTAL FOR THE SIX MONTHS ENDING THE 30TH JUNE, 1893	...	...	...	67	2,471	2,538	(c)4	18	1	14	5	32	
	Average of the corresponding periods of 1891 and 1892	...	...	...	93	2,316	2,409	7	44	16	33	23	77	

(b) Not passengers.
(c) Of these, three were not passengers.

2. As compared with the average of the two corresponding periods of 1891 and 1892, the number of accidents to trains, rolling stock, permanent-way, etc., during the six months ending the 30th June, 1893, shows an increase of 129 or of 5·35 per cent., with an increase of 649 miles or of 3·75 per cent. in the mean mileage worked, and of 1,218,300 miles or of 3·66 per cent. in the train-mileage run.

Principal variations as compared with the average of the corresponding periods of 1891 and 1892.

3. The chief variations occurred under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," 17 against 35; "Trains running over cattle on the line," 1,207 against 1,107; "The bursting of tubes, etc., of engines," 105 against 67; "The failure of machinery, springs, etc., of engines," 242 against 226; "The failure of axles," 21 against 36; "The failure of couplings," 138 against 115; "Broken rails," 36 against 24; "The flooding of portions of permanent-way," 50 against 14; "Fire in trains," 84 against 115; "Fire at stations or involving injury to bridges or viaducts," 28 against 42; and "Other accidents," 108 against 134.

4. "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line" showed a decrease of 18 accidents, *viz.*, 6 under "Serious" and 12 under "Minor." The decrease under "Serious" was equally distributed over six railways, while that under "Minor" was chiefly due to there having been 6 accidents less on the Eastern Bengal (state) railway and 3 less each on the Bengal and North-Western railway including the Tirhoot section and the Burma (state) railway.

5. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 323; next to that line comes the South Indian railway with 163; then the Eastern Bengal (state) railway with 93; the East Indian railway with 83; the Rajputana-Malwa state railway with 78; the North-Western (state) railway with 71; the Great Indian Peninsula railway with 68 and the Oudh and Rohilkhand (state) railway with 60.

As compared with the average of the corresponding periods of the two previous years, the chief increases occurred on the Southern Mahratta, the Great Indian Peninsula and the South Indian railways, *viz.*, 33, 26 and 19 accidents, respectively.

In relation to train-mileage run the number was highest on the Southern Mahratta railway, which gave an average of 1 accident in 4,827 train-miles, the Dibru-Sadiya railway coming next with an average of 1 in 5,553; then the Nizam's Guaranteed State, the South Indian, the Eastern Bengal (state) and the Bengal-Nagpur railways with average of 1 in 6,291, 1 in 10,003, 1 in 17,040 and 1 in 17,766, respectively.

The lowest number recorded relatively to train-mileage run was on the Bombay, Baroda and Central India railway, *viz.*, 1 in 179,442; the Great Indian Peninsula railway coming next with an average of 1 in 93,951; then the Morvi railway with 1 in 80,343, the North Western (state) railway with 1 in 65,909, the East Indian railway with 1 in 64,004 and the Jodhpore-Bickaneer railway with 1 in 51,603.

6. Under "The bursting of tubes, etc., of engines," there was an increase of 38 accidents, with an increase of 25 on the Southern Mahratta railway alone.

7. The number of accidents from "The failure of machinery, springs, etc., of engines" was more by 16. The principal variations were an increase of 56 on the Great Indian Peninsula railway, and decreases of 24 on the East Indian railway and of 13 on the Bengal-Nagpur railway.

8. There was a decrease of 15 accidents from "The failure of axles," made up of 3 under "Serious" and 12 under "Minor." The decrease under "Serious" was due to a falling off of one each on four railways, and that under "Minor" chiefly to decreases of 4 and 5 on the Rajputana-Malwa state and the Jorhát railways, respectively.

9. Under "The failure of couplings," the accidents numbered 138 against 115, of which 10 against 1 took place on the South Indian railway and 15 against 5 on the Dibru-Sadiya railway.

10. Of the increase of 12 accidents under "Broken rails," the Bengal-Nágpur railway was responsible for 9.

11. "The flooding of portions of permanent-way" showed an increase of 10 accidents under "Serious" and 26 under "Minor." The Bhávnagar-Gondal-Junágarh-Porbandar railway recorded 12 against *nil* under "Serious," while the chief increases under "Minor" were contributed by the Rajputana-Malwa state and the Southern Mahratta railways, *viz.*, 9 and 6, respectively.

12. Under "Fire in trains," there was a decrease of 31 accidents, of which 2 were under "Serious" and 29 under "Minor." The decrease under "Minor" was chiefly due to the number recorded on the Great Indian Peninsula railway having fallen from 40 to 17.

13. The decrease under "Fire at stations, or involving injury to bridges or viaducts" was chiefly due to a falling off of 17 accidents on the Eastern Bengal (state) railway.

14. The cases recorded under the head "Other accidents" fell from 134 to 108, which was chiefly accounted for by a decrease of 15 accidents on the East Indian railway.

15. The casualties to passengers, and to servants in the employ of railways or of contractors from accidents not coming under the classification adopted in paragraph 1, were, as compared with the average of the corresponding periods of 1891 and 1892, in the case of passengers, 29 killed and 84 injured against 33 killed and 99 injured, and, in the case of servants, 87 killed and 288 injured against 89 killed and 273 injured. (For details, *vide* abstract No. 2.)

Casualties to passengers and servants not included in paragraph 1.

16. Compared with the average of the corresponding periods of the two previous years, the mean mileage open was 17,938 miles against 17,289 miles, the train-mileage run amounted to 34,470,156 miles against 33,251,856 miles, and the number of passengers carried was 64,095,006 against 60,141,308. There were seven accidents for every 100,000 train-miles run.

Statistical Summary.

Out of a total of 64,095,006 passengers travelling, only one passenger was killed and 18 were injured by accidents to trains as classified in paragraph 1. This gives an average of one casualty in 3,373,421 persons travelling and an average of one in 148,891,421 miles travelled.

Including casualties to passengers from causes other than accidents to trains, rolling stock, etc. (*vide* paragraph 15), the total numbers of passengers killed and injured were 30 and 102 respectively, giving an average of one killed in 2,136,500, and one injured in 628,382, or an average, on the total number of killed and injured, of one in 485,568 passengers travelling.

17. The total casualties to persons from all causes, including trespassers, cases of suicide, etc., were 296 killed and 459 injured against 306 killed and 499 injured, the average of the two corresponding periods of 1891 and 1892. (For details, *vide* abstract No. 2.)

Total casualties from all causes.

18. In addition to the above, 26 persons were reported to have been killed and 130 injured in yards, workshops, etc., and 294 persons to have died in carriages and at stations from causes unconnected with the working of trains.

Casualties in yards, workshops, etc.

19. The accidents, *for the second quarter of 1893*, are dealt with in the following note:—

Note on accidents for the 2nd quarter of 1893.

The following table gives the number of accidents, as classified in paragraph 1 of the previous note, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:—

Casualties resulting from accidents to trains, rolling stock, etc., for the 2nd quarter of 1893.

Railways.	Number of accidents during the 2nd quarter of 1893.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	1	...	...	...	1	...	1
Bengal-Nágpur	1	1	...	...	...	1	...
North Western (state)	1	...	...	...	1	...	1
Eastern Bengal (state)	1	1	...	...	...	1	...
Great Indian Peninsula	3	...	2	...	2	...	4
Madras	1	...	...	...	1	...	1
Rajputana-Malwa	1	...	...	...	1	...	1
Total	...	2	2	...	6	2	8
Average of the two corresponding quarters of 1891 and 1892	...	3	31	8	19	11	50

2. *East Indian railway.*—On the 12th May, 1893, a collision took place between a passenger and a goods train at the Agra junction station, owing to the passenger train having been run in disregard of danger signals. A railway servant was slightly injured.

3. *Bengal-Nágpur railway.*—On the 11th June, 1893, the roof lamp of a third class carriage of a down mail train exploded at mile $\frac{262}{14}$ between Bilaspur and Párághát stations. A passenger in attempting to walk along the foot boards to report the accident to the guard fell off the train and died from the injuries received.

4. *North Western (state) railway.*—On the 27th June, 1893, a trolly was run over by a down ballast train in a tunnel between Mangi and Dirgi stations. The accident was due to the carelessness of the train staff and to the trolly not having been properly protected. A trolly-man was slightly injured.

5. *Eastern Bengal (state) railway.*—On the 11th April 1893, a cart was run into by an up mixed train at a level-crossing at mile $\frac{15}{13}$ on the Southern section, owing to the gate not having been closed in time. The cartman was killed.

6. *Great Indian Peninsula railway.*—On the 23rd April 1893, a down goods train, while being shunted at the Dadar station, ran into some vehicles containing mules. The accident was due to careless shunting and defective signalling. Two men in charge of the mules were slightly injured.

On the 29th April, 1893, a down goods train was derailed at mile $\frac{173}{16}$ near Nándgaon, owing to the foot boards of the brake-vans having struck against a piece of rock which had been blasted from the side o a cutting. A cooly was injured.

On the 5th May, 1893, a down goods train was wrongly admitted on to the loop line at Khaigaon and collided with an up goods train standing there. A railway servant was slightly injured, and there was also considerable damage to rolling stock.

7. *Madras railway.*—On the 12th June, 1893, a heavy material truck was run into by a locomotive wood train at mile $\frac{31}{12}\frac{2}{2}$, south-west line. A railway servant was injured.

8. *Rajputana-Malwa railway.*—On the 25th May 1893, a collision took place between the front and rear portions of an Up goods train at mileage $\frac{97}{1}$ between Erinpura Road and Mori Stations. The train was stopped between these stations owing to the engine having run short of water. The front portion of the train was taken a short distance ahead of the rear portion and the engine then uncoupled and went for water. When the engine returned, the brakesman released the brakes of the front portion before it was properly coupled to the engine, and the front portion of the train consequently ran back and collided with the rear portion. The brakesman was seriously injured.

ORDER.—Ordered, that the above note, with the abstract returns, be communicated for information to the Local Governments and Administrations, and to the officers noted in the margin.

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

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

Ordered further, that this note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under Secretary.

Documents accompanying.

Abstract returns of accidents for the six months ending the 30th June, 1893.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the SIX months ending 30th June 1893, as KILLED or INJURED on ALL 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 caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Killed.	Injured.
PASSENGERS :—		
From accidents to trains, rolling-stock, permanent-way, etc.	1	18
By accidents from other causes, including accidents from their own want of caution or misconduct	29	84
SERVANTS :—		
From accidents to trains, rolling-stock, permanent-way, etc.	1	14
By accidents from other causes, including accidents from their own want of caution or misconduct	87	288
OTHER PERSONS :—		
Whilst passing over railways at level-crossings	6	5
Trespassers	130	44
Suicides	39	4
Miscellaneous, not included in either of the above	3	2
TOTAL	296	459

ABSTRACT No. 2.

NUMBER of PERSONS reported, during the SIX months ending 30th June 1893, as KILLED or INJURED in INDIA by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, 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.	RAILWAYS.	From accidents to trains, etc.—see Abstracts Nos. 3 and 4. Killed.	Injured.	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC. 1. From falling between carriages and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, etc., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By the closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	TOTAL. Killed.	Injured.	Total passengers. Killed.	Injured.
	Standard gauge. **State lines worked by companies.**																		
I	East Indian (a)	...	...	2	5	...	...	...	1	...	...	2	8	...	...	4	14	4	14
II	Bengal-Nágpur	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1	1
III	Indian-Midland (b)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	State lines worked by the State.																		
IX	North Western (state)(c)	...	2	1	2	...	2	...	...	...	...	7	9	...	...	8	13	8	15
XI	Oudh and Rohilkhand (state).	...	...	1	...	...	...	...	1	...	...	...	7	...	...	1	8	1	8
XII	Eastern Bengal (state) (d).	...	6	1	...	3	1	...	...	...	...	1	4	...	1	5	6	5	12
	Lines worked by guaranteed companies.																		
XVIII	Great Indian Peninsula. (e)	...	2	...	...	...	2	...	1	...	2	2	6	...	...	2	11	2	13
XIX	Bombay, Baroda and Central India. (f)	...	...	...	1	...	1	...	...	...	...	2	4	...	...	2	6	2	6
XX	Madras	...	...	...	1	...	1	...	...	...	...	...	3	...	...	...	5	...	5
	Line owned by native state and worked by company.																		
XXVI	The Nizam's Guaranteed State. (g)	...	...	...	...	...	...	1	...	...	...	...	1	...	...	1	1	1	1
	Metre gauge. **State lines worked by companies.**																		
XXXIII	Bengal and North-Western— Tirhoot section, Company's „	...	...	...	...	1	...	...	...	...	...	1	1	...	...	2	1	2	1
XXXV	Rajputana-Malwa (h)	...	...	...	...	...	...	...	...	...	...	1	5	...	...	1	5	1	5
XXXVI	Southern Máhratta (i)	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	4	...	4
XXXIX	South Indian	...	1	...	...	...	...	...	...	...	...	2	4	...	...	2	4	2	5
	State line worked by the State.																		
XLIV	Burma (state)	...	7	...	...	...	3	...	...	...	...	1	1	...	...	1	4	1	11
	Assisted companies.																		
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	1
XLIX	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																		
LIII	Jodhpore-Bickaneer— Jodhpore section, Bickaneer „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Special gauges. **State line worked by the State.**																		
LVII	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																		
LVIII	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																		
LIX	The Gaekwar's Dabhoi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																		
LXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1893	1	18	5	9	4	11	1	3	...	2	19	57	...	2	29	84	30	102
TOTAL	Average for 2 previous corresponding periods	3	37	7	8	4	9	1	4	2	1	13	65	6	12	33	99	36	136

SERVANTS.

Serial Number.	RAILWAYS.	From accidents to trains, etc.—see Abstracts Nos. 3 and 4. Killed.	Injured.	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC. 1. During shunting operations. Killed.	Injured.	2. Falling off engines, vans, wagons, etc. Killed.	Injured.	3. Coming in contact with over-bridges, etc., during the travelling of trains. Killed.	Injured.	4. Coming in contact, while shunting, with vehicles, etc., standing in adjoining lines. Killed.	Injured.	5. Getting on or off trains, engines, etc. Killed.	Injured.	6. Whilst loading, unloading or sheeting. Killed.	Injured.	7. Whilst breaking, spragging or chocking wheels. Killed.	Injured.	8. Whilst working at cranes or capstans. Killed.	Injured.	9. Whilst working on the permanent-way or in sidings. Killed.	Injured.
	Standard gauge. **State lines worked by companies.**																				
I	East Indian (a)	...	1	2	...	...	3	...	...	...	...	...	1	...	6	...	...	...	2	...	...
II	Bengal-Nágpur	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	Indian-Midland (b)	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	State lines worked by the State.																				
IX	North Western (state)(c)	...	1	2	1	...	4	...	...	...	...	1	2	...	3	1	...	...	...	...	1
XI	Oudh and Rohilkhand (state).	...	...	...	1	...	...	...	...	1	1	...	1	...	1	...	...	...	1	...	...
XII	Eastern Bengal (state) (d).	...	...	...	7	...	2	...	...	...	...	...	...	1	8	...	...	...	3	...	1
	Lines worked by guaranteed companies.																				
XVIII	Great Indian Peninsula. (e)	1	6	...	7	2	3	...	...	...	...	...	3	...	22	...	...	...	...	1	2
XIX	Bombay, Baroda and Central India. (f)	...	1	...	3	...	2	...	...	...	...	...	1	1	8	...	...	...	...	...	1
XX	Madras	...	1	...	1	...	4	...	...	...	...	...	2	1	3	...	1	...	...	...	...
	Line owned by native state and worked by company.																				
XXVI	The Nizam's Guaranteed State. (g)	...	...	...	...	1	1	1	...	...	1	...	...	...	1	...	...	...	...	1	1
	Metre gauge. **State lines worked by companies.**																				
XXXIII	Bengal and North-Western— Tirhoot section, Company's „	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
XXXV	Rajputana-Malwa (h)	...	2	1	3	2	5	...	...	...	1	2	3	...	4	...	...	...	...	...	1
XXXVI	Southern Máhratta (i)	...	...	...	2	1	1	...	...	...	...	...	2	...	1	...	...	...	...	...	2
XXXIX	South Indian	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
	State line worked by the State.																				
XLIV	Burma (state)	...	2	...	...	...	4	...	1	...	...	...	2	...	...	...	...	...	...	...	...
	Assisted companies.																				
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Dibru-Sadiya	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																				
LIII	Jodhpore-Bickaneer— Jodhpore section, Bickaneer „	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Special gauges. **State line worked by the State.**																				
LVII	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																				
LVIII	Darjeeling-Himalayan (2′ 0″).	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																				
LIX	The Gaekwar's Dabhoi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																				
LXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1893	1	14	5	29	9	32	1	1	1	3	5	17	3	57	1	1	...	6	2	9
TOTAL	Average for 2 previous corresponding periods	15	34	13	15	11	25	2	3	...	2	8	23	4	41	1	3	...	2	3	5

SERVANTS (continued).

Serial Number.	RAILWAYS.	10. Whilst walking along the line on the way home, or to work. Killed.	Injured.	11. Whilst walking, crossing, or standing on the line. Killed.	Injured.	12. Whilst passing between vehicles. Killed.	Injured.	13. Whilst attending to the machinery of engines, cleaning them, etc. Killed.	Injured.	14. Whilst attending to gates at level-crossings. Killed.	Injured.	15. Falling or being caught between vehicles and platforms. Killed.	Injured.	16. Falling off ladders, scaffolds, platforms, etc. Killed.	Injured.	17. By falling of lamps, wagon doors, timber, weights, etc. Killed.	Injured.	18. Whilst coupling or uncoupling wagons. Killed.	Injured.	19. Miscellaneous. Killed.	Injured.	TOTAL. Killed.	Injured.	Total servants. Killed.	Injured.
	Standard gauge. **State lines worked by companies.**																								
I	East Indian (a)	1	...	8	1	...	...	...	4	...	1	...	1	...	...	1	1	2	1	1	2	15	23	15	24
II	Bengal-Nágpur	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	4	1	6	2	6	2
III	Indian-Midland (b)	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	4	1	4	1
	State lines worked by the State.																								
IX	North Western (state)(c)	...	...	3	5	...	...	...	1	...	...	...	2	...	...	...	1	1	...	...	1	8	21	8	22
XI	Oudh and Rohilkhand (state).	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	1	1	...	...	2	8	2	8
XII	Eastern Bengal (state) (d).	...	...	1	1	...	...	...	2	...	1	...	...	...	...	...	...	...	...	3	13	5	38	5	38
	Lines worked by guaranteed companies.																								
XVIII	Great Indian Peninsula. (e)	...	...	6	9	1	1	...	...	...	...	...	...	...	...	...	3	2	11	1	14	13	75	14	81
XIX	Bombay, Baroda and Central India. (f)	1	...	3	1	...	...	...	...	...	...	...	...	...	1	...	...	1	...	1	3	7	20	7	21
XX	Madras	...	1	1	...	...	...	...	1	...	...	...	3	...	4	...	6	...	2	...	1	2	29	2	30
	Line owned by native state and worked by company.																								
XXVI	The Nizam's Guaranteed State. (g)	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	2	1	...	4	8	4	8
	Metre gauge. **State lines worked by companies.**																								
XXXIII	Bengal and North-Western— Tirhoot section, Company's „	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	...
XXXV	Rajputana-Malwa (h)	1	...	2	2	...	...	...	...	...	...	...	...	...	...	...	1	1	2	1	3	10	25	10	27
XXXVI	Southern Máhratta (i)	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	11	2	11
XXXIX	South Indian	...	...	1	2	...	1	...	...	1	1	...	...	...	1	...	3	...	...	1	...	4	10	4	10
	State line worked by the State.																								
XLIV	Burma (state)	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	1	1	1	10	1	12
	Assisted companies.																								
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Dibru-Sadiya	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3	...	3
	Lines owned and worked by native states.																								
LIII	Jodhpore-Bickaneer— Jodhpore section, Bickaneer „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
LIV	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
	Special gauges. **State line worked by the State.**																								
LVII	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																								
LVIII	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
	Line owned by native state and worked by company.																								
LIX	The Gaekwar's Dabhoi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																								
LXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	2
TOTAL	1893	3	3	29	22	2	3	...	9	1	3	...	8	...	7	1	15	9	21	15	42	87	288	88	302
TOTAL	Average for 2 previous corresponding periods	2	2	15	19	3	3	1	16	3	...	2	4	1	6	1	12	6	23	13	69	9	273	104	307

OTHERS.

Serial Number.	RAILWAYS.	Whilst passing over railways at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total others. Killed.	Injured.	Total all classes. Killed.	Injured.	Serial Number.
	Standard gauge. **State lines worked by companies.**													
I	East Indian (a)	3	...	24	4	10	2	...	...	37	6	56	44	I
II	Bengal-Nágpur	...	...	4	1	4	...	...	...	8	1	15	4	II
III	Indian-Midland (b)	...	...	4	1	1	...	...	...	5	1	9	2	III
	State lines worked by the State.													
IX	North Western (state)(c)	...	...	16	3	7	...	2	...	25	3	41	40	IX
XI	Oudh and Rohilkhand (state).	...	2	8	1	7	...	...	...	15	3	18	19	XI
XII	Eastern Bengal (state) (d).	1	...	16	7	3	...	...	1	20	8	30	58	XII
	Lines worked by guaranteed companies.													
XVIII	Great Indian Peninsula. (e)	...	2	13	5	4	...	...	...	17	7	33	101	XVIII
XIX	Bombay, Baroda and Central India. (f)	...	1	3	1	1	2	...	...	4	4	13	31	XIX
XX	Madras	...	...	1	1	...	...	...	...	1	1	3	36	XX
	Line owned by native state and worked by company.													
XXVI	The Nizam's Guaranteed State. (g)	...	...	2	...	...	...	...	...	2	...	7	9	XXVI
	Metre gauge. **State lines worked by companies.**													
XXXIII	Bengal and North-Western— Tirhoot section, Company's „	...	...	11	3	...	...	...	...	11	3	16	4	XXXIII
XXXV	Rajputana-Malwa (h)	...	...	15	3	1	...	...	...	16	3	27	35	XXXV
XXXVI	Southern Máhratta (i)	1	...	3	2	...	...	...	...	4	2	6	17	XXXVI
XXXIX	South Indian	1	...	2	4	...	...	...	...	3	4	9	19	XXXIX
	State line worked by the State.													
XLIV	Burma (state)	...	...	7	3	1	...	...	...	8	3	10	26	XLIV
	Assisted companies.													
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	XLVI
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	1	2	...	...	...	...	1	2	1	3	XLVII
XLIX	Dibru-Sadiya	...	...	...	2	...	...	...	...	...	2	...	5	XLIX
	Lines owned and worked by native states.													
LIII	Jodhpore-Bickaneer— Jodhpore section, Bickaneer „	...	...	...	...	...	...	...	...	...	...	1	...	LIII
LIV	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	1	...	...	...	...	...	1	...	2	LIV
	Special gauges. **State line worked by the State.**													
LVII	Jorhát (2′ 0″)	...	...	...	...	...	...	...	...	...	...	...	...	LVII
	Assisted company.													
LVIII	Darjeeling-Himalayan (2′ 0″).	...	...	...	...	...	...	1	1	1	1	1	2	LVIII
	Line owned by native state and worked by company.													
LIX	The Gaekwar's Dabhoi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	...	LIX
	Line owned and worked by native state.													
LXI	Morvi (2′ 6″)	...	...	...	...	...	...	...	...	...	...	...	2	LXI
TOTAL	1893	6	5	130	44	39	4	3	2	178	55	296	459	
TOTAL	Average for 2 previous corresponding periods	13	12	112	35	34	1	7	8	166	56	306	499	

(a) Includes the Delhi Umballa-Kalka and Tarkessur railways.
(b) „ the Bhopal-Itársi railway.
(c) „ the Hyderabad-Umarkot, Rájpura-Bhátinda and Jammu and Kashmir railways.
(d) Includes the narrow gauge sections and the Bengal Central railway.
(e) „ the Wardha Coal, Dhond-Manmád, Khámgaon and Amraoti railways.
(f) „ the Gaekwar's Petlád railway and the Godhra-Limkhera section of the Godhra-Rutlam railway.
(g) Includes the Bezwada extension and the Bezwada-Godavari section of the East Coast railway.
(h) Includes the Gaekwar's Mehsana railway.
(i) Includes the Guntakal-Mysore Frontier and the Mysore sections and the Kolhapur railway.
(j) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893, 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.

	I.—East Indian(a).									II.—Bengal-Nagpur.										III.—Indian Midland(c).										IX.—North Western (State) (d).									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.			No.			Number of passengers and others.		Number of servants.		Total all classes.			No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	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	5	7	...	...	...	1(b)	...	1	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		1	1	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	3	9	12	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		1	11	12	...	2	...	...	...	2
4. Collisions between light engines	1	5	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	1	6	7	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	4	4	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	42	42	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...		...	5	5	...	...	...	...	...	...		...	32	32	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	6	6	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	11	11	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	83	83	...	...	...	...	...	...	1	46	47	...	...	...	...	...	...		...	18	18	...	...	...	...	...	...		...	71	71	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		1	3	4	...	...	...	1	...	1
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	4	4	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	26	26	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	12	12	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...		...	5	5	...	...	...	...	...	...		...	56	56	...	...	...	...	...	...
14. The failure of tyres	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...
15. Ditto wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
16. Ditto axles	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		...	4	4	...	...	...	...	...	...
18. Ditto couplings	...	10	10	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	6	6	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		5	10	15	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	7	7	...	...	...	...	...	...
23. Fire in trains	...	8	8	...	...	...	...	...	...	1	1	2	1	...	...	...	1	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	4	4	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		1	11	12	2(e)	...	...	...	2	...
25. Other accidents	...	12	12	...	...	...	...	...	...	1	13	14	...	...	...	...	...	...		...	6	6	...	...	...	...	...	...		2	35	37	...	...	...	...	...	...
TOTAL ALL CLASSES	7	220	227	...	...	...	...	...	1	8	121	129	1	...	...	...	1	...		...	37	37	...	...	...	...	...	...		11	299	310	2(e)	2	...	1	2	3

(a) Includes the Delhi-Umballa-Kalka and Tarkessur railways. (b) Postal employé. (c) Includes the Bhopal-Itársi rail way. (d) Includes the Hyderabad-Umarkot, Rájpura-Bhátinda and Jammu and Kashmir railways. (e) Not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893, 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 —*continued.*

	XI.—Oudh and Rohilkhand (State).									XII.—Eastern Bengal (State). (a)										XVIII.—Great Indian Peninsula. (b)										XIX.—Bombay, Baroda and Central India. (c)									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.			No.			Number of passengers and others.		Number of servants.		Total all classes.			No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...		...	..	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...		1	4	5	...	2	...	...	...	2		...	3	3	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	4	4	...	...	...	1	...	1		...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	1	...	1	...	6	...	...	...	6		...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	60	60	...	...	...	...	...	...	1	92	93	...	...	...	...	...	...		...	68	68	...	...	...	...	...	...		...	8	8	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	1	7	8	(d)1	...	...	...	1	...		1	23	24	...	...	1	4	1	4		...	4	4	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...		...	3	3	...	...	...	1	...	1		...	1	1	...	...	...	1	...	1
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	18	18	...	...	...	...	...	...		...	3	3	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...		...	60	60	...	...	...	...	...	...		...	19	19	...	...	...	...	...	...
14. The failure of tyres	1	2	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	5	5	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	9	9	...	...	...	...	...	...		...	13	13	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...
20. Broken rails	...	12	12	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...		...	17	17	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...		...	1	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		...	5	5	...	...	...	...	...	...		...	2	2	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	4	8	9	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	2	79	81	...	...	...	...	...	...	6	131	137	1	6	...	...	1	6		2	229	231	...	2	1	6	1	8		...	59	59	...	...	...	1	...	1

(a) Includes the narrow gauge sections and the Bengal Central railway. (b) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amraoti railways. (c) Includes the Gaekwar's Petlád, and the Godhra-Limkhera section o the Godhra-Ratlam railway. (d) Not passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893, 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 —*continued.*

	XX.—MADRAS.									XXVI.—NIZAM'S GUARANTEED STATE. (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.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	
4. Collisions between light engines	...	1	1	...	...	..	1	...	1	...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	...	4	4	...	...	...	...	...	...	1	...	1	..	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	7	7	...	...	..	...	...	...	6	4	10	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	4	4	...	...	...	...	...	...	...	1	1	..	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9. Trains running over cattle on the line	...	46	46	...	...	...	...	...	...	...	52	52	...	...	...	...	...	...	
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	1	1	..	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	
14. The failure of tyres	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
23. Fire in trains	...	25	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25. Other accidents	...	1	1	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	
TOTAL ALL CLASSES	1	90	91	...	...	...	1	...	1	11	72	83	...	...	...	...	...	...	

	XXXIII.—BENGAL AND NORTH-WESTERN. (TIRHOOT AND COMPANY'S SECTIONS.)									XXXV.—RAJPUTANA-MALWA. (b)									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	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	2	...	...	...	...	...	...	
4. Collisions between light engines	...	1	1	...	...	...	...	...	...	...	10	10	...	...	...	2	...	2	
5. Passenger trains or parts of passenger trains leaving the rails	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	7	7	...	...	..	...	...	...	...	2	2	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	4	4	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	
9. Trains running over cattle on the line	...	46	46	...	...	...	...	...	...	...	78	78	...	...	...	...	...	...	
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	20	20	...	...	...	...	...	...	
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
16. Ditto axles	...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	
17. Ditto brake apparatus	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
18. Ditto couplings	...	1	1	...	...	...	...	...	...	...	36	36	...	...	...	...	...	...	
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
23. Fire in trains	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	
25. Other accidents	...	2	2	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	
TOTAL ALL CLASSES	...	47	47	...	...	...	...	...	...	1	214	215	...	...	...	2	...	2	

(c) Includes the Nizam's railway and the Hyderabad-Godavari section of the East Coast railway.

(b) Includes the Gaekwar's Mehsana railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893, 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 —*continued.*

	XXXVI.—SOUTHERN MAHRATTA. (a)									XXXIX.—SOUTH INDIAN.									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	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	2	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	.	..	...	...	...	...	...	...	...	...	...	...	
4. Collisions between light engines	...	..	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	1	5	6	...	...	...	...	...	...	...	2	2	...	...	...	..	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	2	5	7	...	...	...	..	...	...	...	21	21	...	...	...	..	...	...	
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	..	...	...	
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
9. Trains running over cattle on the line	...	23	323	...	...	...	...	...	...	...	163	163	...	...	...	...	...	...	
10. Ditto over obstructions on the line	...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	..	...	...	
11. Ditto through gates at level-crossings	...	2	2	...	...	...	..	...	...	...	3	3	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	34	34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	21	21	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	
14. The failure of tyres	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
15. Ditto wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto axles	...	1	1	...	...	..	...	...	...	...	4	4	...	...	...	...	...	...	
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto couplings	...	12	12	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	9	9	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
23. Fire in trains	...	10	10	...	...	...	...	...	...	...	10	10	...	1	...	...	...	1	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
25. Other accidents	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
TOTAL ALL CLASSES	3	433	436	...	...	...	...	...	...	...	227	227	...	1	...	...	...	1	

	XLIV.—BURMA (STATE).									XLVI.—DEOGHUR.									
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	7	...	2	...	9	...	...	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4. Collisions between light engines	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9. Trains running over cattle on the line	...	23	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10. Ditto over obstructions on the line	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
14. The failure of tyres	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto couplings	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25. Other accidents	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL ALL CLASSES	1	61	62	...	7	...	2	...	9	...	...	...	...	...	...	...	...	...	

(a) Includes the Guntakal-Mysore Frontier and the Mysore sections and the Kolhápur railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the six months ending 30th June 1893 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 and injured in each class of accident —*continued.*

	XLVII.—Rohilkund and Kumaon (Company's section). (a)									XLIX.—Dibru-Sadiya.									LIII.—Jodhpore-Bickaneer (Jodhpore and Bickaneer sections).									LIV.—Bhávnagar-Gondal-Junágarh-Porbandar.								
	No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.		No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	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	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	5	5	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	9	9	...	...	...	...	...	...	1	19	20	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	12	12	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	6	6	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	2	2	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	12	...	12	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	3	3	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	32	32	...	...	...	...	...	...	2	66	68	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	...	12	14	26	...	...	...	...

(a) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, *etc.*, *reported during* the six months ending 30th June 1893, 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 —*concluded.*

	LVII.—Jodhpur (2′ 0″).									LVIII.—Darjeeling-Himalayan (2′ 0″).									LIX.—The Garhwar's Dabhoi (2′ 0″).									LXI.—Morvi (2′ 6″).								
	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.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	7	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	1	1	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	1	1	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	1	1	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...
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	...	8	8	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	9	9	...	...	...	...

ABSTRACT No. 4.

ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., on the several railways open for traffic in INDIA, reported during the six months ending 30th June 1893, 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.

	TOTAL.								
	Number.			Number of passengers and others.		Number of servants.		Total all classe	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	7	...	2	...	9
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	5	12	17	...	...	...	(a) 1	...	1
3. Collisions between goods trains or parts of goods trains	6	45	51	...	4	...	2	...	6
4. Collisions between light engines	1	14	15	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails	8	41	49	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	8	171	179	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	44	44	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed	1	7	8	...	6	...	...	...	6
9. Trains running over cattle on the line	3	1,204	1,207	...	...	...	...	...	...
10. Ditto over obstructions on the line	3	78	81	(b) 1	...	1	5	2	5
11. Ditto through gates at level-crossings	...	27	27	...	...	...	2	...	2
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12.(a) The bursting of tubes, etc., of engines	...	105	105	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	242	242	...	...	...	...	...	...
14. The failure of tyres	2	9	11	...	...	...	...	...	...
15. Ditto wheels	...	6	6	...	...	...	...	...	...
16. Ditto axles	...	21	21	...	...	...	...	...	...
17. Ditto brake apparatus	...	4	4	...	...	...	...	...	...
18. Ditto couplings	...	138	138	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	2	2	...	...	...	...	...	...
20. Broken rails	...	36	36	...	...	...	...	...	...
21. The flooding of portions of permanent-way	15	35	50	...	...	...	...	...	...
22. Slips in cuttings or embankments	6	18	24	...	...	..	...	...	...
23. Fire in trains	1	83	84	1	1	...	...	1	1
24. Fire at stations, or involving injury to bridges or viaducts	1	27	28	(b) 2	...	...	...	2	...
25. Other accidents	6	102	108	...	...	...	...	...	...
TOTAL ALL CLASSES	67	2,471	2,538	(c) 4	18	1	14	5	32

Mean mileage worked	17,938
Number of servants employed	178,421
Train-mileage of all descriptions	34,470,156
Number of passengers carried	64,095,006
Passenger-mileage	2,828,936,999
Per mile open—	
Train-mileage of all descriptions	1,922
Number of passengers carried	3,573
Passenger-mileage	157,706
Total passengers—	
Killed per million of passengers	0·016
Injured per ditto ditto	0·281
Killed per million of passenger-miles	0·0003
Injured per ditto ditto	0·006

(a) A postal employé.
(b) Not passengers.
(c) Of these three were not passengers.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, March 10th, 1894.

The abnormal weather conditions prevailing at the close of the previous week were followed, on the morning of the 4th by a very rapid fall of the barometer in Upper India, and the formation of a deep depression over that area, with pressure nearly half an inch below the normal in the North and Central Punjab. Heavy rain fell in the Punjab and adjacent Hill Districts. This depression filled up as rapidly as it had formed, and by the next morning it had almost entirely disappeared, only a shallow residual depression being discernible, apparently passing along the Himalayan Mountain Districts. But pressure had given way in North-east India and the Bengal depression noticed last week was again prominent. By next morning the centre of this depression had passed over into Assam and North Bengal, and by the morning of the 7th it had filled up. A large and general increase of pressure had taken place, improving the weather conditions very considerably; and the weather continued fine and settled over nearly the whole country for the next two days. On the morning of the 10th March pressure fell briskly in a narrow tract of country, stretching from the Simla and Naini Tal Hills to the Central Deccan, apparently indicating that a depression of some intensity had formed over the Western Himalayas. This caused strong winds at the Upper India Hill stations and at Ludhiana, and thunder and hail storms in the area of disturbance. The weather in other parts of India continued fine. The mean temperature for the whole of India for the week was very nearly normal, being only 0·3 in defect.

On the 4th March there was a very rapid fall of pressure over Upper India, causing a deep depression, with steep gradients, over the whole of North-western India. Pressure was nearly half an inch below the normal in the North and Central Punjab. It had risen in North-East India and was very uniform in that area, though still largely in defect, and it was also more or less considerably below the normal in the Deccan and Madras. Winds in North-West India had increased in force and were cyclonic in character in Upper India. General rain had fallen in the Punjab and adjacent Hill Districts, the largest falls reported being Murree, 2·57 inches and Rawalpindi, 2·47 inches. Several other stations reported over one inch. By the morning of the 5th a rapid increase of pressure had taken place over Upper India and the depression of the day previous had disappeared, though a local fall of pressure at the Hill stations of the North-Western Provinces indicated the presence of a shallow residual depression apparently passing along the Himalayan Mountain Districts. Pressure had fallen in the Bombay Coast Districts and also in Bengal, causing the Bengal depression to be more marked than it was the day before. Winds had increased in force at

the head of the Bay. Rain had fallen over the greater part of the North-Western Provinces, South-East Punjab, and the Himalayan Hill Districts, Chakrata and Mussoori receiving over 2 inches, and Dehra Dun, Ranikhet, Simla, Roorkee, Murree and Delhi over one inch. Pressure changed very irregularly during the next twenty-four hours, increasing in the Punjab, South Burma and Lower Burma, and decreasing elsewhere. The centre of the Bengal depression had shifted to Assam, North Bengal and the adjacent Hill Districts. Pressure continued below the normal over the whole of India, the largest defect being in North-East India, Upper India and Baluchistan. The large defect in pressure in North Bengal and Assam had given rise to westerly winds over the Gangetic Plain, and in North and Central Bengal; and very strong winds were reported from Darjeeling, averaging 27 miles an hour. Thunder-storms occurred in Bengal, Assam and Upper Burma. The heavest reported rainfalls, however, did not exceed one inch. On the 7th a large and general increase of pressure had taken place, the rise in North-East India in some parts amounting to as much as quarter of an inch. The distribution of pressure was largely modified and the general weather conditions considerably improved. Chittagong reported one inch of rain and Mandalay ·66 inch. A few other stations reported showers, but they were in all cases light and of little importance. Humidity had generally decreased over the whole of Northern India and at Darjeeling was only 14 per cent. Pressure continued to rise in India during the next twenty-four hours, and by the morning of the 8th it was approximately normal in North-Western and Central India, but was still considerably in defect in North-Eastern India. It had fallen slightly in Burma. Ante-cyclonic conditions were established in North-Western India and fine settled weather prevailed over nearly the whole country. Winds were more northerly than usual in Rajputana, Central India and the Deccan. Thunder-storms had occurred in East and South Bengal and in Upper Burma, accompanied in some cases with moderate to heavy rain. Chittagong received 2·96 inches and Barisal, 1·09 inches. Pressure continued to rise, and by the morning of the 9th it was in slight excess in Sind and Baluchistan. It was still low in North Bihar and Bengal, where it was nearly a tenth of an inch in defect. Weather continued fine, and very low humidities were recorded at some stations in the northern half of the Peninsula, Pachmarhi registering only 17, Sholapur 18, and Amraoti 21 per cent. Skies were, however, partially clouded in the North Punjab, indicating a probable disturbance, chiefly affecting the interior and higher mountain ranges. On the 10th this disturbance was more clearly indicated by a brisk fall of pressure extending from the Simla and Naini Tal Hills to the Central Deccan. The fall was greatest in the Simla Hills and it is probable that a depression of some intensity had formed over the Western Himalayas between Simla and Murree. This caused strong winds at the hill stations in Upper India and winds had strengthened to some extent over the whole of the Punjab. Thunder storms and hail-storms occurred in the Punjab, Cherat reporting a fall of ·81 inch, Murree of ·67 inch and Srinagar of ·45 inch. In other parts of the country, however, the weather continued fine and pressure had increased in North-East India and Upper Burma. The air was abnormally dry in Central India, the Central Provinces and North Deccan.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different Provinces of India:—

Province.	March 1894.							Mean variation of week.
	4th.	5th.	6th.	7th.	8th.	9th.	10th.	
	°	°	°	°	°	°	°	°
Burma	+2·0	+1·3	+1·0	+0·7	+1·5	+0·8	−0·7	+0·9
Bengal and Assam	+2·3	+3·6	+2·1	+0·5	−1·0	−2·6	−0·8	+0·6
North-Western Provinces and Oudh	+1·2	+0·8	−3·0	−4·1	−3·5	−3·2	−2·4	−2·0
Punjab	−2·6	−2·6	−3·9	−2·9	−4·7	−3·4	−5·4	−3·6
Bombay	+2·0	+1·2	+0·1	−0·1	−2·7	−1·3	+0·4	−0·1
Central Provinces and Berar	+4·3	+4·7	+1·8	+0·8	−2·8	−3·0	−1·6	+0·6
Central India and Guzerat	+3·6	+1·3	−2·5	−3·1	−3·6	−1·7	−3·0	−1·3
Sind and Rajputana	+3·5	−1·9	−2·9	−1·8	−1·4	−1·4	−2·9	−1·3
Madras	+3·8	+3·6	+3·7	+3·1	+2·9	+3·2	+2·1	+3·2
Mean for whole of India	+2·2	+1·3	−0·4	−0·8	−1·7	−1·4	−1·6	−0·3

The principal feature of the temperature of the week was the advance of a cool wave from the north-west which passed over India, making its influence felt by the close of the week as far east as Burma. On the first day of the week temperature was in excess of the normal in every Province, with the exception of the Punjab. As the cool wave advanced eastwards, however, the temperatures of the different provinces were each lowered to below normal, the gradual advance day by day being clearly discernible, until by the last day of the week the temperatures of all the Provinces with the exception of Bombay and Madras were in defect. The temperature of Madras was in excess throughout the week, and the highest maximum in India was in every day registered at Cuddapah. The mean temperature of the week was nearly normal in Burma, Bengal, Bombay and the Central Provinces: it was 3·2° in excess in Madras and 3·6° in defect in the Punjab. For the whole of India for the whole week it was very nearly normal, being but 0°·3 in defect.

Rainfall.—The rainfall for the week has been confined almost entirely to Northern India. With the exception of very small amounts in some of the divisions no rain fell in Bihar, the Central Provinces, Berar, Rajputana, Central India, and the whole of the Peninsula. Rain fell in 31 of the 52 rainfall divisions, the largest average falls being those of 3·25 inches in the Punjab Hill Districts, 1·49 inches in Assam (Surma), 1·44 inches in Eastern Bengal, and 1·39 inches in the North-West Punjab. In five other divisions the rainfall amounted to over half an inch; in 15 of the remaining 22 it did not exceed one-tenth of an inch. The rainfall exceeded the normal for the week in Arakan, Eastern and Deltaic Bengal, Assam, North Oudh, Submontane Districts of the North-West Provinces and in all the divisions of the Punjab with the exception of Punjab (South). It also probably exceeded the normal in Upper Burma, but the normal rainfall for this part of the country has not yet been ascertained. The rainfall period of 4th to 10th March, the data for which are given in the last three columns of the annexed rainfall table, is identical with the week under review, and the variations from the normal are necessarily the same. The largest excess was in the Hill Districts of the Punjab, where the rainfall was 2·39 inches above the normal.

The heaviest falls during the week were registered at Chittagong, 6·91 inches (nearly 3 inches of which fell on one day, the 8th), Silchar, 5·11 inches, Palampur (Kangra), 4·69 inches, Salar (Vizagapatam), 3·60 inches, Simla and Murree, 3·18 inches, and Hazara (Abottabad), 3·01 inches.

Province.	Division.	Rainfall data for week ending 10th March 1894. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 4th March to 10th March 1894. Average actual rainfall of season to date.	Average normal rainfall, 4th Mar. to 10th Mar.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·02	−0·02	0	0·02	−100
	Lower Burma	0	0	0	0	0	0
	Central ditto	0	0·02	−0·02	0	0·02	−100
	Upper ditto	0·62	?	?	0·62	?	?
	Arakan	0·12	0·09	+0·03	0·12	0·09	+ 33
Bengal and Assam	Eastern Bengal	1·44	0·47	+0·97	1·44	0·47	+206
	Assam (Surma)	1·49	1·24	+0·25	1·49	1·24	+ 20
	Ditto (Brahmaputra)	0·77	0·59	+0·18	0·77	0·59	+ 31
	Deltaic Bengal	0·44	0·35	+0·09	0·44	0·35	+ 26
	Central ditto	0·08	0·20	−0·12	0·08	0·20	− 60
	North ditto	0·02	0·22	−0·20	0·02	0·22	− 91
	Orissa	0·22	0·27	−0·05	0·22	0·27	− 19
	Chota Nagpur	0·01	0·31	−0·30	0·01	0·31	− 97
	Bihar (South)	0·01	0·14	−0·13	0·01	0·14	− 93
	Ditto (North)	0	0·10	−0·10	0	0·10	−100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·09	0·09	0	0·09	0·09	0
	North-Western Provinces (Submontane) (*a*).	0·02	0·13	−0·11	0·02	0·13	− 85
	Oudh (South)	0·02	0·12	−0·10	0·02	0·12	− 83
	Ditto (North)	0·20	0·17	+0·03	0·20	0·17	+ 18
	North-Western Provinces (Central).	0·08	0·13	−0·05	0·08	0·13	− 38
	North-Western Provinces (West).	0·10	0·15	−0·05	0·10	0·15	− 33
	North-Western Provinces (Submontane) (*b*).	0·86	0·47	+0·39	0·86	0·47	+ 83
Punjab	Punjab (South)	0·11	0·16	−0·05	0·11	0·16	− 31
	Ditto (Central)	0·23	0·19	+0·04	0·23	0·19	+ 21
	Ditto (Submontane)	0·79	0·44	+0·35	0·79	0·44	+ 79
	Ditto (Hill Districts)	3·25	0·80	+2·39	3·25	0·86	+278
	Ditto (North-West)	1·39	0·51	+0·88	1·30	0·51	+173
	Ditto (West)	0·08	0·10	+0·52	0·08	0·10	+325
Bombay and Malabar Coast Districts (Madras).	Malabar	0·03	0·12	−0·09	0·03	0·12	− 75
	Madras (South Central)	0·01	0·12	−0·11	0·01	0·12	− 92
	Coorg	0	0·22	−0·22	0	0·22	−100
	Mysore	0	0·07	−0·07	0	0·07	−100
	Konkan	0		0	0	0	0
	Bombay Deccan	0	0·01	−0·01	0	0·01	−100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0	0	0	0	0
Central Provinces and Berar.	Berar	0	0·02	−0·02	0	0·02	−100
	Central Provinces (West)	0	0·02	−0·02	0	0·02	−100
	Ditto ditto (Central)	0·03	0·08	−0·05	0·03	0·08	− 63
	Ditto ditto (East)	0·01	0·22	−0·21	0·01	0·22	− 95
Bombay (North)	Guzerat	0	0	0	0	0	0
	Kathiawar	0	0·06	−0·06	0	0·06	−100
	Sind	0·02	0·15	−0·13	0·02	0·15	− 87
Rajputana and Central India.	Central India (East)	0	0·03	−0·03	0	0·03	−100
	Rajputana (East), Central India (West).	0·05	0·06	−0·01	0·05	0·06	− 17
	Rajputana (West)	0	0·01	−0·01	0	0·01	−100
Madras	East Coast (North)	0·11	0·13	−0·02	0·11	0·13	− 15
	Ditto (ditto) (*a*)	0	0·01	−0·01	0	0·01	−100
	Hyderabad (South)	0	0·08	−0·08	0	0·08	−100
	Madras (Central)	0	0·02	−0·02	0	0·02	−100
	East Coast (Central)	0	0·07	−0·07	0	0·07	−100
	Ditto (South)	0	0·10	−0·10	0	0·10	−100
	Madras (South)	0	0·16	−0·16	0	0·16	−100

W. A. BION,
Acting Assistant Meteorological Reporter to the Government of India.

Simla, the 15th March, 1894.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 17th March.*—Rainfall good in Tinnevelly and parts of Madura, fair over the rest of the Southern districts, Nilgiris, and Malabar, and light showers in parts of Coimbatore and Trichinopoly. Agricultural operations limited as usual at this time of the year. Standing crops generally good and benefited in places by the rain. Harvest continues with fair to average outturn. Pasture getting scarce in parts, but fodder generally sufficient. Cattle in good condition. Prices practically stationary.

Bombay.—*For week ending 21st March.*—Slight rain in parts of five districts. Standing crops damaged by blight, rust, or insects in parts of three districts; otherwise good, except cotton in Broach. Reaping of late crops progressing throughout the presidency, and ploughing and sowing operations continue in four districts. Cotton-picking continues in seven districts. Agricultural stock good. Scarcity in parts of Baroda:—Numbers on relief works 568, and not 2,093 as given last week. Prices steady except in two districts.

Bengal.—*For week ending 17th March.*—There was rain during the week in East Bengal and parts of South West Bengal, and a few showers also fell in Orissa. The general prospects of the standing cross are favourable except in Noakhali and Chittagong where some damage was recently caused by heavy rain and hail-storms. The cultivation of lands for the sowing of early rice and jute is in progress. The spring crops are being gathered and a good outturn is expected. The manufacture of sugar is still going on. The collection of opium is being pushed on rapidly, but the outturn will be to some extent reduced owing to the prevalence of blight and west winds. Indigo is doing well. The *mahua* (*Bassia latifolia*) crop in Chota Nagpur and the Sonthal Parganas is promising. Cattle are generally reported well, and the supply of fodder and water is sufficient. The price of common rice is generally steady.

North-Western Provinces and Oudh.—*For week ending 21st March.*—Weather seasonable. Harvesting of spring crops, collection of opium, and sugarcane sowings in progress. Prospects favourable. Prices generally steady.

Punjab.—*For week ending 21st March.*—No rain, except in the Rawalpindi and Dera Ismail Khan districts. The extra spring crop is being sown in Dera Ismail Khan. Cotton sowings in progress. Land is being prepared for the autumn crops. Prospects of standing crops good. The spring crops in parts of Lahore have been injured by field rats. Cattle are generally in good condition and fodder is sufficient throughout the province. The poppy crop is in good condition. Prices falling in two districts rising in two others; stationary elsewhere.

Central Provinces.—*For week ending 21st March.*—Cloudy weather has again set in giving showers in places. The wheat crop of Damoh is reported to have been destroyed by rust, and it is feared that the outlook there is as

serious as in the adjacent district of Saugor. The pulse crop is fair in both districts. The wheat outturn is poor in Hoshangabad as well as in the Upper Narbada Valley districts. In the Nagpur country the yield is better, and in Chhattisgarh prospects are fairly satisfactory. Prices are rising.

Burma.—*For week ending 17th March.*—Rain has fallen in Katha and the Ruby Mines in Upper Burma and in Kyaukpyu in Lower Burma. In Lower Burma harvesting of the main paddy crop has been completed. In Upper Burma transplanting of dry-weather paddy nearly completed; other operations progressing favourably, except in the Pakokku sub-division where the sudden rise of the river has destroyed the dry-weather crops. In Lower Burma the price of paddy is stationary in all districts except Akyab, where there has been a slight fall. The price of rice has risen in Prome and Akyab. In Upper Burma the price of paddy has risen slightly in three districts and has fallen slightly in three others. The price of rice has risen considerably in Magwe.

Mysore and Coorg.—*For week ending 21st March.*—MYSORE: Standing crops in good condition. *Ragi* (*Eleusine coracana*) harvested in Bangalore and rice harvested in the Hassan district and sown in parts of the Tumkur and Shimoga districts. Prices risen in two districts.

COORG: Rainfall good. Threshing of *ragi* (*Eleusine coracana*) in progress. Water and fodder for cattle sufficient. Very seasonable showers have fallen over the coffee districts and prospects of a good blossom are excellent. Prices stationary.

Assam.—*For week ending 20th March.*—Weather warm. Early rice ploughing and sugarcane-pressing progressing. Condition of cattle good. Fodder and water sufficient.

Berar and Hyderabad.—*For week ending 21st March.*—BERAR: Rainfall moderate. Weather warm. Harvesting of spring crops almost completed. Threshing of wheat and linseed in progress in Ellichpur. Fodder and water sufficient. Prices slightly risen in the Chickli taluka.

HYDERABAD: No rain during the week. Harvesting of spring crops in progress. Weeding of hot-weather crops continues in some places. Prices steady.

Central India.—*For week ending 21st March.*—Report not received.

Rajputana.—*For week ending 21st March.*—Agricultural operations, standing crops, and cattle generally satisfactory. Harvesting going on. Pasturage or fodder sufficient. Prices falling in two States, rising in one, fluctuating in one, and steady elsewhere.

Kashmir.—*For week ending 20th March.*—Weather fine. Prospects of spring crops generally good. Rapeseed healthy. Ploughing for autumn crops commenced. Prices stationary.

Nepal.—*For week ending 17th March.*—Weather warm and pleasant. Prospects fair.

M. FINUCANE,
Offg. Secretary to the Government of India.

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SUPPLEMENT TO

The Gazette of India.

No. 13.} CALCUTTA, SATURDAY, MARCH 31, 1894.

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.

REPEAL OF THE DUTY ON THE IMPORT OF SILVER AND GOLD PLATE INTO THE UNITED KINGDOM, AND THE SUBJECT OF HALL-MARKING OF SILVER-WARE.

No. 106S., Calcutta, the 30th March, 1894.

The following papers are published for general information:—

By order,

STEPHEN JACOB,
Offg. Secretary to the Government of India.

No. 5261, dated the 5th November, 1890.

RESOLUTION—By the Government of India, FINANCE AND COMMERCE DEPARTMENT.

READ—

Despatch from the Secretary of State for India, No. 45 (Statistics), dated the 15th May, 1890, and enclosures.

RESOLUTION.—In compliance with the representations made by the Government of India during the last ten years, Her Majesty's Government has repealed the duty on the

importation of silver plate into the United Kingdom, repealing at the same time the duty on gold plate.

2. The Government of India has always coupled with its representations against the duty a proposal for the repeal of the requirement of compulsory assay and of a fixed English standard of fineness of metal, because the retention of those requirements prevented equal competition between manufacturers in India and manufacturers in England. This part of the proposals has not been complied with, and the English law of assay and hall-marking remains unaltered; but Her Majesty's Government has proposed to provide in a Bill to be introduced in Parliament that Indian silverware bearing an Indian hall-mark affixed under the authority of the Government of India should be admitted into the United Kingdom without being subjected to the British hall-mark regulations, and the Secretary of State for India has invited an expression of the views of the Government of India on this subject. His Lordship suggests that, if a system of Indian hall-marking is adopted, it might be made voluntary and not compulsory, and enquires what standard of fineness should, with due regard to the practice of Indian silversmiths, be adopted for the Indian silver hall-mark.

3. The most serious difficulty hitherto in subjecting Indian goods to the English assay has been that the nature of that assay is such that the goods are materially injured in the process. Hence it is necessary to send the goods to the assay office in an unfinished condition, and after they have been marked to take them back to the workshop, and finish them for sale. This cannot be done with Indian ware, and therefore in the case of such ware intended for sale in England, it will be necessary, in order to ensure its admission to free competition with English goods, that, if assay is required, it should be made in this country. Another difficulty has been that the English standard is higher than the Indian (rupee) standard, but this will disappear with the admission of an Indian standard or standards.

4. The Government of India does not consider it possible to adopt any system of compulsory assay or hall-marking. No system of assay under Government regulation has ever been in operation in this country; it is not now desired by the trade in India, or by the purchasers of Indian gold and silver ware, and it would necessarily operate unequally and unfairly in a country of long distances, costly transit, and wide distribution of manufacture. Looking, however, to the stage which has been reached, it is desirable to obtain the opinions of the persons interested on the proposal for an Indian assay, and to consider, assuming that an Indian assay should be introduced, what sort of a system should be devised.

5. The points for consideration in connection with the introduction of a system of assay are:—

(1) Should the assay be compulsory or optional?
(2) What standard or standards of fineness should be adopted?
(3) Where should assay offices be located? At the two Mints only, or at other centres also?
(4) What process for assay should be adopted?
(5) What fees should be charged?
(6) What distinguishing marks should be applied to the wares assayed?

6. On the first point the Government is decidedly of opinion that no such restriction of trade as would accompany a compulsory assay and hall-mark can be contemplated. The law which would be required would be of a character entirely contrary to the economic policy of the Government of India, and would be vexatious and restrictive in operation wherever it could operate (as in the Presidency towns). Apart, moreover, from the objections of principle to such a system, it is clear that the law would constantly be evaded, and a serious result of compulsion would be the discouragement of trade in British territory and its encouragement in Native States.

If any assay is to be introduced, it must be optional, and none should be required for articles which under the English law do not require to be marked.

7. On the second and third points the Governor-General in Council will reserve any expression of opinion until he is placed in possession of the views of the Local Governments and the trading and manufacturing community. As regards assay offices, it must be remembered that the establishment of new offices will involve considerable expenditure, which must all be met from fees.

8. As to the fourth point, there are three processes in use in various countries—(*a*) cupellation, (*b*) the wet method, (*c*) the touchstone. The two first are the most accurate, but both involve the slicing or scraping off from the piece of work of a portion of the metal to be assayed, and consequently it is found necessary to send the work to the assay office in an unfinished state, and finish it off for sale after it has been marked. If either of these processes is adopted in India, the manufacturer who works at a distance from the assay office must incur a heavy expense in cost of transit. If, for instance, he is at Delhi, he must send his wares to Bombay; then get them back to Delhi; and then, after finishing off the work, send them to Bombay again for export. In each transit the goods must be insured.

The last method—that of the touchstone—does not involve any injury to the ware but it is not so accurate, varying, it is believed, about one per cent. in its results one way or the other. It is consequently in France and other Continental countries used only for small wares, which could not be treated by the other processes. In England it is not used at all. It would probably be best to adopt this process in India; the test is sufficiently good for practical purposes, and it has the advantage of placing manufacturers at a distance from the assay office more nearly on a level with manufacturers at an assaying centre than would be the case if the other processes were adopted.

9. On the fifth point, that of the fees to be charged, no suggestion can be made at present. The fees must bear some relation to the expenditure, and, as said above, that will be large if assays are allowed to be made elsewhere than at Calcutta and Bombay. The Mint and Assay Masters may, however, be asked to suggest a scale which would be sufficient if no new offices were established. The fees first charged would be provisional only until it is seen how the scale operates.

10. The Mint and Assay Masters may be asked to advise on the sixth point also.

11. The Governor-General will be glad to learn at an early date the views of the local Governments and Administrations on all these points, and desires specially to be informed—

(*a*) whether the prospect of the admission of Indian artware in the precious metals to England without the necessity of undergoing there the assay by cutting and scraping is considered of sufficient importance to the trade to justify the introduction into India of a system which must necessarily be restrictive and operate unequally, whether it is compulsory or voluntary;

(*b*) whether the continuance of hall-marking in the United Kingdom has appreciably minimised the effects that might have been expected from the repeal of the duty on silver plate. The trade has had some experience of the effects of the repeal, and will probably be able to say what practical effect the abolition of the duty has had. It must have stimulated the transmission to England by private persons of articles not intended for sale, and therefore not requiring to be asssyed; and in this way trade has probably benefited indirectly, but it is desirable to know whether there has been any substantial increase directly in the supply of articles to be placed on sale in England.

12. One matter deserves special consideration. Section 4 of Act 47 and 48 Vict. Chap. 62, is as follows:—

Articles of foreign plate which, in the opinion of the Commissioners of Customs, may be properly described as hand-chased, inlaid, bronzed, or filigree work of oriental pattern, shall, subject to the payment of the proper duties of customs, be exempted from assay in the United Kingdom.

The Governor-General in Council is not aware of the precise significance attached by the Commissioners of Customs in England to the terms "hand-chased, inland, bronzed, or filigree work of oriental pattern," but it seems possible that they cover most descriptions of Indian silverware exported to England. It is important to know how the exemption made by the section quoted above has worked in practice, and whether it has in fact given the substantial relief that it seems to give. The opinions of those engaged in the trade on these points are particularly invited. It is possible that the terms of the existing law are not generally known in India.

13. His Excellency in Council considers it important that the questions raised in this Resolution should be carefully explained to representative native manufacturers and their opinions obtained. It is also specially desirable that such opinions should be obtained from workers distant from the places where assay offices exist or are likely to be established: *e.g.*, the Chief Commissioner of Burma should obtain the opinions of workers at Mandalay and Rangoon, and the Government of Bombay from Kutch and elsewhere.

ORDER.—Ordered, that the Resolution, together with a copy of the Despatch and enclosures read in the preamble, be forwarded—

(1) to the several local Governments and Administrations for the purpose indicated above;
(2) to the Foreign Department with the request that it may obtain and furnish to this Department opinions from the Native States of Jaipur and Kashmir;
(3) to the Chambers of Commerce of Calcutta, Bombay, Madras, Rangoon, and Upper India for opinion; and
(4) to the Trades Associations of Calcutta and Madras with the request that the Government of India may be favoured with the fullest expression of their opinion and that of individual members and representative dealers and workers in the precious metals appertaining to those bodies.

Ordered also, that these papers be forwarded to the Mint and Assay Masters Calcutta and Bombay, with the request that this Department may be furnished with their

opinion on the question generally, and specially on the second, fifth and sixth points noticed in the Resolution; and that the papers be published in the *Gazette of India*.

[*Note.*—For the replies see Appendix.]

No. 362, dated 8th November, 1893.

From—The Government of India,

To—The Secretary of State for India.

We have the honour to address Your Lordship on the question of the institution in India of a system of hall-marking, which was referred to us for consideration by Lord Cross in his despatch of the 15th May, 1890, No. 45 (Statistics).

2. The circumstances which led up to that despatch are these: In compliance with repeated representations from the Government of India, Her Majesty's Government, in the beginning of 1890, repealed the duty on silver plate imported into the United Kingdom, repealing at the same time the duty on gold plate.

The representations of the Government of India on the subject of the import duty had always been accompanied by suggestions for the repeal of the requirement of compulsory assay and hall-marking; but this part of the proposals was not complied with, and the English system of hall-marking continued unaltered except as regards wares of the descriptions specified in section 4 of the Statute 47 and 48 Vict., Chapter 62. Her Majesty's Government, however, in 1890 proposed to provide in a Bill to be introduced in Parliament that Indian silverware, bearing an Indian hall-mark affixed under the authority of the Government of India, should be admitted into the United Kingdom without being subjected to the British hall-mark regulations, and an expression of the views of the Government of India on the subject was asked for in the despatch to which we are now replying. It was suggested in that despatch that if a system of Indian half-marking should be adopted, it might be made voluntary and not compulsory, and we were asked what standard of fineness should, with due regard to the practice of Indian silversmiths, be adopted for the Indian silver hall-mark.

3. In a telegram dated the 5th July, 1890, we said that any system of hall-marking would be unsuitable to the conditions of Indian silver trade, and that we could not recommend any standard of fineness until after consultation with the local Governments and the trade generally. We at the same time suggested that, if the English system were retained, there seemed to be no reason why Indian wares should not be imported without being required to be hall-marked.

4. We were subsequently informed in Lord Cross's despatch No. 99 (Statistics), dated the 6th November 1890, that the introduction of the Bill into Parliament would be deferred until we should report on the standard or standards of fineness proposed for adoption for Indian silverware.

5. We referred the question, in a Resolution, No. 5261, dated the 5th November, 1890, for the opinions of the local Governments and Administrations, of the Mint and Assay Masters, and of the mercantile and trading community. Their opinions have now, with one exception, been received. The exception is the Madras Trades Association. As the firm of P. Orr and Sons, of Madras, make silverware for exportation and had interested themselves in the movement for the repeal of the English duties and the system of compulsory assay, we considered it desirable to hear what they and the Trades Association of Madras had to say; but as they have sent no answer to the communications addressed to them, we infer that they do not wish to make any representations in the matter. We do not propose to address them again, and having in view the recent debate on the subject in the House of Lords, we think it expedient to place Your Lordship in possession of the opinions we have received. We accordingly enclose copy of the Resolution of 5th November, 1890, and of the replies thereto.

6. These replies point to the conclusion that an Indian hall-mark such as would be accepted as sufficient by Her Majesty's Government, or such as we could institute without inordinate cost, is not wanted by the trade So far as a system of hall-marking is wanted at all—and it appears to us that on the whole the great majority of the trade do not desire such a system—the conditions required are that assay should be voluntary, that it should be by the touchstone, that numerous centres of assay should be established, and that very low fees (which would not pay the cost involved) should be imposed.

7. In our Resolution of the 5th November, 1890, we expressed the opinion that the assay by touch might be adopted in India if a hall-marking system were introduced, but it appears that the data on which we based that opinion were not sufficiently accurate. In view of the facts stated by the Assay Master, Calcutta, in his letter of the 12th December, 1890, No. 78, it seems to us that that process cannot be adopted. Our Assay Offices would reasonably decline to be responsible for such a test, and the trade in England would no doubt oppose the importation of goods so tested. If that process is rejected, no other process could be adopted in India without inflicting injury on traders who are not located in either Calcutta or Bombay where the existing Assay Offices are, or without imposing a prohibitive expenditure in the establishment of Assay Offices elsewhere.

8. It is also clear that we should not be able to confine the standard to either the English standard of 925 or the rupee standard of 916·6, and that it would be necessary for us to have standards ranging from 900 upwards. But we have some reason to believe that the trade in England would oppose the admission of Indian silverware below the English standard of fineness.

9. On full consideration of the question, we have come to the conclusion that it would not be expedient to impose any restrictions on the Indian trade, such as would accompany the institution of hall-marking, whether voluntary or compulsory, and that, if Her Majesty's Government still adhere to the decision to maintain the English system of compulsory assay and hall-marking, it would be better that matters should remain in their present condition. That condition may be thus stated—

(1) The trade in silverware in India is as entirely free and unrestricted between buyer and seller as is trade in any other commodity.
(2) Indian silverware may be imported into England free of duty.
(3) Certain articles which, when made in England, are exempt by law from compulsory assay, are also exempt when imported from India.
(4) Articles which may properly be described as hand-chased, inlaid, bronzed, or filigree work of Oriental design are also specially exempt from compulsory assay.

10. All Indian silverware is thus exempt from duty, and a material proportion of the wares exported is also exempt from compulsory assay. Much as we desire that the remainder should also be exempt from assay, we are not prepared to introduce in India any system of hall-marking which would be accepted as satisfactory by Her Majesty's Government, for we are satisfied that any such system, while it would be contrary to our whole fiscal and commercial policy, would be more likely to injure than to benefit the trade as a whole. The system of compulsory assay, as it exists in England, was introduced at a time when Governments interfered with and restricted the operations of trade in every direction, and is, in our opinion, unsuited to the circumstances of the present time. We trust that Her Majesty's Government will, on consideration, come to the conclusion that it should be abolished, and that transactions between vendors and buyers of wares of silver and gold should be no more the subject of State intervention than transactions in wares of the other metals or any other commodity.

No. 164 (Revenue), dated 21st December, 1893.

From—The Secretary of State for India,

To—The Government of India.

I have considered the papers received with your Excellency's Financial letter No. 362, dated the 8th November, 1893, on the subject of establishing a system of hall-marking gold and silver plate in India.

2. I accept your view that hall-marking is not required in India by traders and workmen who supply local markets; that a satisfactory system of hall-marking in India could not be based upon assays by touch; that a sufficient system of hall-marking could not be established in India save at a heavy cost, which would not be covered by fees; and you add that much of the silver-ware sent from India to England is already exempted from the hall-marking rules, on the ground of its being of artistic and oriental design.

3. I observe that though the value of Indian exports of plate has increased since the British silver duties were abolished, still the value of the trade is small, having averaged only Rx. 10,795 a year during the period 1890—93, against Rx. 7,969 during the period 1883—86.

4. In all the circumstances, I agree that it is not expedient to establish a system of hall-marking for silverware manufactured in India. From the report of a discussion that took place in the House of Lords on the 7th August, 1893, you will have seen that other authorities agree with your Government in the opinion that compulsory hall-marking does more harm than good, and in the hope that the system will eventually be abolished in the United Kingdom.

APPENDIX.

Replies to the Resolution of the Government of India, Finance and Commerce Department, No. 5261, dated the 5th November, 1890.

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No. 1735, dated 27th November, 1890.

1.] From—Lieut.-Colonel A. W. Baird, R.E., F. R. S., etc., Master of the Mint, Calcutta,
To—The Secretary to the Government of India, Finance and Commerce Department.

In accordance with the orders conveyed in Government Resolution No. 5261 of 5th November, 1890, regarding the proposed hall-marking in this country of Indian silverware or goldware, so that it might be admitted into the United Kingdom for sale without being subject to the British hall-mark Regulations, I have the honour to report as follows:—

The first point for consideration is whether "the assaying and hall-marking should be compulsory or optional for India": I am of opinion it should be entirely optional for articles purchased in India. If some simple system of voluntary hall-marking was introduced, then it would be possible for any purchaser in India by paying a small amount extra for an article to have a guarantee of the fineness of the article, and this would meet all the requirements of the trade as far as selling in India was concerned. But it is understood that Her Majesty's Government have decided that no Indian plate will be allowed into England for sale unless hall-marked: thus the question in this case is practically decided and hall-marking is compulsory; however, such articles as chains, necklets, lockets, brooches, earrings, studs, filigree work, etc., which are exempted from *compulsory* hall-marking in England (but may be hall-marked if the purchaser wishes it and if the pattern will permit of it being done) ought to be allowed into England for sale without the Indian hall-mark. I understand the most recent statute concerning exemptions is the 7 and 8 Vict., chap. 22, sec. 11

2. The next point laid down for consideration is, what standard or standards should be fixed? I am of opinion that there should be no standard for hall-marking, except in so far that no Indian hall-mark should be punched on any article in gold which was below 377 per mille fine, or in silver which was below 800 per mille fine.

In the United Kingdom at present gold is marked as—

22 Carat which is equal to 916·6 per mille fine—the Indian standard for coinage.
20 Carat or 834 per mille fine (only used in Ireland).
18 Carat or about 750 per mille fine.
15 „ „ 625 „
12 „ „ 500 „
9 „ „ 375 „

Silver is marked in England with the old standard mark if it is 11 oz. 2 dwts. per lb fine or about 625 per mille.

New standard mark if it is 11 oz. 10 dwts. per lb or 959 per mille fine.

As regards the marking of 15, 12, and 9 carat gold, it is stamped 15·625, 12·500 and 9·375 respectively, to afford a guarantee of its true quality, the figures after the decimal point being the proportion per mille fine.

By lowering the touch for siverware, which would be eligible for hall-marking, to 800 per mille, the silversmiths would have freedom to alloy the metal down to that touch in any manner which practical experience might teach them was best suited to the various articles they produced. I understand that in the opinion of the English goldsmiths and jewellers, one of the greatest evils of the present system of hall-marking is that, if the goods are below the fineness required by the standards, they are returned defaced or broken up, and only fit for the melting pot. If silver were tendered in India for hall-marking and found to be below 80 per cent. fine, it should be returned unmarked, after the minimum fee had been paid as a withdrawal fee, but it should not be defaced or spoilt in any way. Gold under 37½ per cent. fine might be similarly treated. The Indian hall-mark should always be accompanied by figures representing the percentage of fineness.

3. The next point is "where should Assay Offices be located"? This seems to me to depend on the method which is to be adopted for testing before hall-marking, and also on the amount of work which is likely to be sent for marking. If the method of assay by touch-stone and needles is decided on, then the Assay Departments at the two Mints would be sufficient, because nearly all articles could be assayed in their finished state; of course, this does not apply to the small articles which are now exempted from hall-marking.

For up-country parcels sent for assay and despatch to England after being hall-marked either in Bombay or Calcutta, the postal authorities could doubtless arrange some plan by which the mofussil jeweller would not have to pay more for postage and insurance than he would have had to pay for the article if sent direct from the place of manufacture to England.

If, however, the "test" is to take the form of a more rigorous assay than that obtained by comparing the colour and streak made upon a piece of hard black stone, such as basalt, with the small bars or needles consisting of gold and silver alloyed with various definite proportions of copper, then it would seem necessary to establish up-country offices, because the plate would have to be tested and hall-marked in its unfinished state. One hall-marking inspector might test the work and stamp it at three or four towns in the circle of which he had charge, by visiting the various towns for a day several times during the month. The Assay Offices at the Mints in that case would probably have little to do with any hall-marking (except in testing the samples or musters sent by the inspectors). I am told the European jewellers at the presidency towns would rarely, if ever, ask for their goods to be hall-marked.

If mofussil offices are opened, then the scrapings or particles taken off for assay might be removed in the presence of the Collector or Assistant Collector, and half of the sample in each case could be kept by him in safe custody, while the inspector took the other half for assay. Batches of these samples, along with a list showing the assay values and hall-mark of fineness assigned by the inspector, should be sent to the Bombay or Calcutta Mint periodically, so that the inspector's work might be properly checked.

In the United Kingdom there are nine Assay offices. The London and Chester offices are opened every weekday for one hour in the morning for the reception of work to be hall-marked; at Birmingham the office is open for five days in the week, while the Edinburgh office is open on three days per week. At Exeter New Castle, Sheffield and Glasgow the office opens only on two days in the week. I am not aware on what days the Dublin office opens.

Thus an inspector at Delhi to work Lucknow and Allahabad and Agra also would place each of those towns on much the same footing as Exeter, New Castle, Sheffield, or Glasgow. Similarly an inspector at Cutch Bhooj could work Ahmadabad, Baroda and Surat in the Bombay Presidency, while an inspector at Madras could also work Trichinopoly, Tanjore, and Madura, but he could hardly visit Coconada, Vizagapatam, or Cochin. As far as I am aware, the bulk of the work in silver done in the Madras towns is filigree work, which would require no hall-marking. But if these Assay offices are to be self-supporting I doubt very much if the amount of work which would be tendered would pay for the necessary establishment at any one of these centres. The information obtained from the civil authorities at the various places will determine this point.

4. As regards the method of assay, the reports of the Assay Masters will of course give Government the best information, and I feel diffident in offering any opinion on the subject.

If the "touchstone and needles" system can be worked, so as to determine the assay value within even 3 per cent. of the real value, I consider it ought to be adopted, and the figures representing the "fineness" or "quality" which are stamped on the article should be the *lowest estimate* of the test value; for instance, if the inspector was undecided between silver of 85 and 88 per cent. pure, 85 would be the figures punched alongside the Indian hall-mark. But as inferior silver articles might be heavily plated and sent for hall-marking, it would be necessary to make the rubbing sufficiently deep to go through any plating, and possibly this would injure the articles too much. The Assay Master will doubtless inform Government on this point.

Regarding the system of assay which should be adopted, I give the following quotation from a book entitled, "The hall-marking of Jewellery practically considered," by George E. Gee, Goldsmith and Silversmith, and published in London in 1882:—

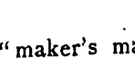
> The hall-mark on a watch case is a guarantee of the standard quality to a certain degree, but is not an absolute one. There is so much solder run in under the rims of some of them, and other inferior metal employed in connecting them together, that watch cases actually put into the melting pot and melted down do not assay at more than from 3s. 10d. to 4s. per ounce, being equivalent to from 16 dwts.* 12 grs. to 17 dwts. of fine silver per ounce, instead of 18 dwts.† 12 grains, which is the hall-marking standard. Anyone who has had anything to do with the melting and assaying of old watch cases for re-manufacture can bear out the observations.
>
> * Equal to 825 per mille fine.
> † 925 per mille fine.

Referring to the close imitations of our hall-marks put on American goods, the articles being composed of base metal cased with gold, Mr. Gee says:—

> Besides these drawbacks, which cannot but be injurious to our trade, there is another exception which we take to the system of hall-marking in this country, and that is the manner of testing as well as the way in which the marking is done, and which gives rise to much annoyance to manufacturers. The system now in vogue of scraping and cutting the work is very unsatisfactory, practically speaking, inasmuch as it not only necessitates part of it being done over again, but to some extent destroys the true form and symmetry of the parts which are left, more especially when more than one assay has to be effected in ascertaining the correct fineness of the material under trial. In the case of a locket, the various parts are all required to be tested and marked; and to do this, it is necessary to cut out a portion of the material of one part to supply the substance to work upon: the other pieces may be scraped to provide the other portion, and the part that have been scraped may be finished when the stamps have been struck upon them, but that which has been cut is rendered perfectly useless and a new part has to be made in its place before the locket can be finished ready for sale. This causes no little annoyance, not only to the master, but also to the workman who originally made the article. Besides, what proof have the public that these additions to hall-marked wares so cut and defaced are of the same fineness as the originally prepared parts which were destroyed in the process of hall-marking.
>
> * * * * * *
> * * * * * *
>
> They manage these things better in France. There the work is not as a general rule tested by fire after the manner of our assays, but by the acid test, and it has always given satisfaction. No cutting or scraping is required by such a method—merely a few bottles of acid, the touchstone, and a set of test needles are all that their system requires. Moreover, the work is not tested in the unfinished state like ours, but in the last stage of manufacture, and it may even be done on the way to the purchasers by calling at the Control office for that purpose. The process is so simple and the means so accessible, that it presents very little difficulty, and is not much different from ordinary business experience.
>
> * * * * * *
>
> The laws relating to fraud and any infringement of the regulations are, however, much more severe than our own, being nothing less we believe than ten years' imprisonment for the slightest offence connected with fraudulent hall-marking.

5. Regarding the fees to be charged, as they would only be provisional until it was seen how the scale operated, I would suggest a charge of one anna per tola of silver or per article, with a minimum charge of R1 per batch of silver operated on. For gold I would duble these rates, but hold to the same minimum fee.

6. As regards the distinguishing marks, I would propose the palm tree as the Indian hall-mark for silver, and the Imperial crown and palm tree for gold. At the base of the tree-mark, I think the date year in figures should be punched.

The fineness marked in figures representing the percentage pure might be placed before the palm tree if the metal were above the fineness of the Indian standard for coinage (*i.e.*, for the figures above 91), and after the palm tree if the metal were of lower touch; or it might be considered better to have only one mark for gold and one mark for silver; for instance, a cobra with the year date punched between its coils, might be the Indian hall-mark for gold, and the palm tree might be that for silver. Each manufacturer might have a "maker's mark" such as 

which might mean a firm of silversmiths A. B. at Delhi. Punches for these marks could be supplied by the Mint at a small cost, and the makers' names and addresses registered. I send herewith six brass-plates with the marks such as I would propose stamped on them.



Plate I has the imperial crown, the figures 95, the palm tree with 1890 below it, and the mark 

. This would mean Indian hall-marked gold 95 per cent. pure, stamped in 1890, and made at Delhi by the firm A. B.



Plate II has the figures 50 after the plam tree instead of the 95 before it otherwise it is same as Plate I, and this would mean that the gold was only half pure.



Plate III is the same as Plate I, but without the imperial crown, and would mean Indian hall-marked silver of 95 touch.

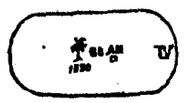


Plate IV has the palm tree and date below, then the figures 80, followed by the maker's mark; and in this case it would represent Indian hall-marked silver of 80 touch manufactured at Delhi by A.B., and stamped in 1890.



Plate V is an alternative plate to No. I and represents a cobra* with 1890 stamped between its coils; the figures 95 precede the cobra, and the maker's mark follows. That would mean gold of 95 per cent. purity.

* The punch for the snake has been cut too large, but the mark shows what is meant.



Plate VI is similar to Plate V, but has the figures 50 between the cobra and the maker's mark, and means gold of 50 per cent. purity, or what is now known as 12 carat gold.

No. 95 C., dated 30th November, 1890.

2.] From—Colonel G. H. Trevor, Agent to the Govr.-Genl., Rajputana, and Chief Commr., Ajmere-Merwara.

To—The Secretary to the Government of India, Finance and Commerce Department.

With reference to Finance and Commerce Department Resolution No. 5261, dated the 5th instant, asking for an expression of opinion on the proposed establishment of a system of hall-marking in India, I have the honour to state that there are no representative native manufacturers in Rajputana whose opinions are likely to assist the discussion of the questions raised in the Resolution, and hence I do not think I can contribute any useful remarks on the points referred to in it. It may be said generally that the opinion of manufacturers in other parts of India which have established a reputation for silverware would be a useful guide for the limited trade of silver workers in Bikanir and Jeypore, and that there are no other towns in Rajputana which can boast of any such trade.

No. 1345, dated 9th December, 1890.

3.] From—Lieut.-Colonel R. V. Riddell, R.E., Mint Master, Bombay,
To—The Secretary to the Government of India, Finance and Commerce Department.

The Government of India in Financial Resolution No. 5261, dated 5th November 1890, having asked for my opinion on the question therein discussed, both generally and on certain specific points, I have the honour to submit the following remarks.

2. Although the question of hall-marking or its equivalent generally applies to articles manufactured in gold as well as in silver, and in both cases to articles intended for sale in the country, as well as to articles made for export to other countries, I gather from the tenor of the above-quoted resolution, as well as from previous correspondence on the same subject, that this enquiry has reference only to silverware manufactured in India for export to Europe.

3. I believe that it would not be practically possible to establish a sufficient number of trustworthy assayers at places in various parts of the country where silverware is made, or even at the chief centres of the manufacture of these articles, for the assayers must be Europeans above suspicion of being open to bribery, otherwise no body acquainted with the customs of the country would trust the assay mark. This may seem a somewhat broadcast insinuation against the honesty of the native assayers; but a reference to the petition, dated 28th October 1885, from some native merchants in Bombay, published in Financial Resolution No. 254 of the Bombay Government, dated 1st February, 1886, in which from twenty to twenty-five persons are charged with stamping ornaments with a higher value than their real value, will show what sort of trust might be expected to be placed in native assayers. If, then, my view of this part of the subject is correct, assay establishments would necessarily have to be limited to a few of the principal centres of export, which should be suggested by the mercantile community.

4. A compulsory assay of silverwares made for export I believe to be quite out of the question, and an optional assay, if of a trustworthy nature, would presumably be to the advantage of the exporting merchants. Should they not, therefore, be required to show what prospect there would be of the cost of whatever assaying offices may be established being recouped by Government, or how many assays may reasonably be expected to be required monthly at each of the places where assay establishments are proposed?

5. I believe that the exporting merchant can get his silverware made of any fineness he likes. The arts of silver refining and approximate silver assaying are believed to be very well known at all the principal centres of the trade; and although it is generally supposed that native silver workers use rupee silver for their wares, Mint experience, based on a great many meltings of silver ornaments, show that they generally mix more or less of base metal with their silver. On the other hand—sometimes, though rarely,—the ornaments brought to the Mint to be melted are considerably higher in fineness than standard silver.

6. A very material item to be considered is the quantity or value of silver articles exported, exclusive of those referred to in paragraph 12 of the Resolution.

I have ascertained from the Chamber of Commerce here that the total value of Indian-made gold and silver plate exported from Bombay to foreign countries in each of the last five official years was as follows:—

	R
1885-86	1,02,068
1886-87	20,101
1887-88	31,639
1888-89	61,162
1889-90	73,246

It would be interesting to know how much of this was gold, but the Chamber's statistics cannot give the information. Neither do they state how much of the above exports would come under the head of articles referred to in paragraph 12 of the Resolution; but it may be surmised that after deducting these two items, the balance of exports of silverware sent from this port, which would have remained for optional assay, would have been small, and perhaps smaller still from other ports, and perhaps so insignificant on the whole as to render legislation unnecessary. In any case, I should think it the business of the traders to establish proof of the necessity in some more convincing manner than they have yet adopted.

7. With the exceptions of questions 1 and 4 set forth in paragraph 5 of the Resolution, the answers to the other questions seem to me to depend so much on the information expected to be furnished by the mercantile and trading community that I would ask leave to defer making any suggestions regarding the point referred to in question 6 until questions 2 and 3 shall have been satisfactorily answered.

No. 78, dated 12th December, 1890.

4.] From—Surgeon-Major J. Scully, Assay Master, Calcutta,
To—The Secretary to the Government of India, Finance and Commerce Department.

In compliance with the order appended to Resolution of the Government of India in the Finance and Commerce Department, No. 5261, dated the 5th November 1890, I have the honour to submit the following report on (*i*) the general question of assaying and stamping Indiansilver ware intended for exportation, and especially on (*ii*) the standard or standards of fineness which should be adopted, (*iii*) the fees which should be charged, and (*iv*) the distinguishing marks which should be applied to wares assayed.

2. (*i*) *The General Question.*—In my opinion the whole system of hall-marking gold and silver wares is radically wrong, and it should not be introduced into this country in any shape whatever. The practice, as is well-known, originated in England in barbarous times, and had for its real object quite other purposes than the protection of purchasers of plate. At the present time there are obvious reasons why every enlightened Government should refrain from any such interference between seller and buyer as is involved in hall-marking. The cases of adulteration of food, testing of gun barrels, etc., sometimes cited in support of the opposite view, are quite foreign to the argument. The State does not intervene to protect the public against cheating in the purchase of precious stones, and yet the sums spent on these articles vastly exceed what is paid for hall-marked plate. The rational solution of the question under notice appears to be that the makers of gold and silver wares should themselves stamp figures denoting the fineness, and their name or registered mark, on the articles they offer for sale. The purchasers would then, as in all other like transactions, have to bear in mind the legal maxim "*Caveat emptor*," and if they suspected fraud, the nearest Assay office and police court would furnish them with information and remedy. No legislation of any kind is needed for the solution above indicated.

3. Compulsory hall-marking for India has been decisively rejected by Government, so nothing further need be said in condemnation of such a measure, but I desire to set forth some of the objections which may be fairly urged against optional hall-marking in this country—

(*a*) In the Resolution it is justly stated that even the voluntary system must necessarily be restrictive and operate unequally. If optional hall-marking be introduced, there is a risk of the system becoming so general as to become in time compulsory in effect, though not declared so by law. It is clear, to begin with, that optional hall-marking cannot be restricted to articles intended for exportation, unless the sale here of articles so marked is made penal—a measure not to be thought of. Consequently, articles voluntarily marked will be exposed for sale in this country, at first probably in the presidency towns. Now there is a large section of our public which attaches a great—almost superstitious—importance to a Government mark or stamp. For this cherished sign of a guarantee on the part of the State it will pay a heavy percentage, and a general demand will spring up for articles of silverware so distinguished. The silversmiths will find it to their advantage, as in England, to get as many of their wares as possible stamped, and in the end nearly the full measure of evil that would be wrought by compulsory marking will be established by the permissive system.

(*b*) There is a well-known tendency on the part of natives of this country to hoard the precious metals in the shape of domestic utensils, ornaments, etc., which have no artistic merit whatever. An optional hall-mark would presumably serve as a stimulus to this deplorable tendency, and this is, I conceive, a cogent reason against the measure. There is already sufficient scope for the hoarding propensity in the popular habit of burying rupees in the ground.

(*c*) If a permissive hall-mark be introduced, it is certain that it will soon be extensively counterfeited or otherwise unlawfully dealt with in the ways known in England as substitution, addition, and so forth. The mark must be protected by pains and penalties, or its introduction will be nearly useless. It will be difficult to protect the mark from imitation in Native States; but in British territory one result of the measure under discussion will be an addition to the work of our criminal courts in investigating such cases, and of the Assay offices in proving the offences. In the preceding remarks it has been suggested that permissive hall-marking, if introduced, may prove agreeable to silversmiths, and to a large section of the Indian public; it is unnecessary, I think, to show that the Government of India need not therefore sanction any such measure.

4. If permissive hall-marking were to be introduced into this country, what process for assay should be adopted? Unquestionably, in my opinion, the articles to be tested must be submitted to the Assay office in an unfinished state in order that samples may be taken from them by scraping, and the samples so obtained must be regularly assayed by the operation

adopted in the case of bullion tendered for coinage. This view is based on the following considerations :—

(*a*) The plan above mentioned is the only test that can be relied upon to yield accurate results. It is the one adopted in England, and certainly the guarantee or stamp of the Government of India should not be given for any less trustworthy process. The object of introducing optional hall-marking is to get Indian silverware admitted into the English market. There is no reason to suppose that English silversmiths will agree to any test in India that is not as rigorous as the one to which they submit their wares at home. The general public has also to be considered. Any explanation now offered by the Government that only a rough sort of test is to be applied to silverwares before stamping will be unnoticed or quickly forgotten. Purchasers of stamped Indian wares will have a right to expect that the Government stamp has been based on a thoroughly accurate process of assay.

(*b*) In the resolution it is stated that the test by the touchstone is sufficiently good for practical purposes, and that it is believed to vary in its results only about one per cent. one way or the other. I regret that I am quite unable to confirm either of these views. In some at least of the European countries where the touchstone is used in exceptional cases for testing the fineness of gold and silver wares, the assayers are careful to say that the method is "extremely untrustworthy." All assayers know that testing by the touchstone is extremely untrustworthy; but instead of merely making a general statement of that kind in a matter where I may be naturally supposed to be biased, I venture to submit to Government a practical test of the results yielded by the touchstone specially made within the last few days for the purpose of this report. A touchstone does not form part of the equipment of this office, and no European official here has the smallest skill in testing the precious metal that way. There is, however, a native subordinate on the establishment who, having been a jeweller before he was entertained as junior weighman, is acquainted with the use of a touchstone; his results will be given presently as representing the best that can be done here at the present time in the way of assaying by touch. Although the touchstone is not used in this office, no difficulty has been found in getting persons experienced in its use to favour me with a specimen of their skill in testing. The process is extensively employed by native bullion dealers and jewellers, and recourse was had to several experts of this class reputed to be the most skilled of any in Calcutta in the application of the test. Curiously enough these same experts are constantly in the habit of bringing samples of bullion to this office for private assay. A series of eleven silver alloys of different fineness, and one of a whitish alloy of base metal not containing any silver, though plated superficially with that metal, was made up in the office and submitted to eleven testers. When the results of the different observers had been recorded, the pieces tested by them (numbered 1 to 12 in the following table) were assayed. The assays were made as usual to one-ten-thousandth part, but it has been deemed superfluous to insert more than the bare percentage in the table. Instead of giving the percentage of silver reported by the testers, it has been considered simpler merely to enter the errors per cent. of their results.

Table showing Results of Touchstone Tests of Silver Alloys.

No. of Alloy.	Silver per cent. ascertained by assay.	Errors per cent. of different testers using the touchstone.										
		A.	B.	C.	D.	E.	F.	G.	H.	I.	J	K.	L.
1	62	−6	−6	−6	−12	−12	+13	+19	+13	+19	Low touch, but cannot assign the exact quality of the alloy.	+6	−19
2	66	−23	−4	+2	+2	−7	+15	+18	+9	+19		−23	−23
3	71	−21	−9	−9	−21	−6	+16	+13	+4	+14		−21	−21
4	78	−3	+3	+3	+6	0	+12	+12	+3	+11		−9	−3
5	76	−14	−9	−8	−8	−6	+11	+11	−1	+11		−1	−20
6	83	−15	+4	+4	+4	+4	+4	+10	+7	+4		−2	−8
7	83	−46	−5	+4	+1	−5	+4	+7	−2	+4		−8	−12
8	92	−24	−14	−17	−2	−8	+1	0	−2	−2		−5	+1
9	90	−15	−3	−5	−6	−6	+5	+3	0	0	−17	−3	+3
10	91	−31	−2	−10	−2	−7	+2	+2	−1	−2	−15	−4	+2
11	93	−18	−3	−6	−6	−8	−3	−3	−3	−3	−11	0	+3
12	*Nil*	+50	+37	+34	+31	+34	+78	+75	+75	+75	+2 Not tested.	+43	+43
Average error		22%	8%	8%	8%	8%	13%	14%	10%	13%	11%	9%	13%

In the above table the first line shows that alloy No. 1 was found on assay to contain 62 per cent. of silver, and that testers A, B and C each

reported it to contain 56 per cent. of silver only, thus undervaluing it by 6 per cent.; tester D reported it to contain 50 per cent.; and so on. Tester A is the native subordinate in this office already mentioned; B, C, D and E are native bullion dealers; F, G, H, and I are the results of four different testers kindly furnished by a European silversmith; J is a European expert; K and L are given by one man, a professional touchstone tester, who considers that the results tabulated in column L would be found more accurate than his first attempt exhibited in column K. It seems almost superfluous to make any comments on the gross errors disclosed in this table, but attention may be called to a few points. In five instances the touchstone report is correct, and the error per cent. is marked O. I regard this accordance as merely accidental for the following reason :—Alloy No. 11 is correctly reported in column K, but an hour afterwards the same tester reports it 3 per cent. higher, and he considers the last result is the more accurate of the two. In the other four cases where the report by touch is correct, no re-trial was asked for, but twelve re-trials of different alloys were obtained. Only in two cases (or 16 per cent.) did the testers repeat their first report, the discrepancies in the remaining cases being 2, 6, 8, 9, 13 and 28 per cent. Alloy No. 10 is standard silver, by assay 917·6 per mille, and might therefore be supposed to be thoroughly familiar to the touchstone testers. Not one of the eleven persons who tried it has recognised the alloy. The smallest error in this case is 1 per cent., and the other errors are 2, 4, 7, 10, 11 and 31 per cent. The most serious matter of all, however, is that all the ten testers to whom alloy No. 12 was submitted have reported it to be a silver alloy; it is variously stated to contain from a minimum of 31 per cent. to a maximum of 78 per cent. of silver. The alloy in question is merely base metal plated, and does not contain even one per cent. of silver.

(*c*) If testing by the touchstone be introduced, it is evidently intended that the Assay Departments should apply the test. The method is grossly inaccurate, and the reputation of the Department will certainly suffer if it has to employ the touchstone for ascertaining the fineness of silver wares. The trade in England will keenly watch India silverwares exposed for sale, and will have samples of them assayed with the certain result of exposing our errors; and publication of the assays made on Indian silverwares at home will follow of course. Now the reputation of this Department for accuracy is a matter of serious importance to the Government of India. I need only recall the fact that a short time ago the Government * accepted the view that the mere publication of the results of Pyx trials on the coinage might lead to a questioning by the public of the weight and fineness of the silver coinage of this country. It is difficult to imagine a more effective method for crying down the credit of the Assay Department than to order it to assay by the touchstone; for, if our results are bad for stamped silverware—and very bad they certainly will be if we must trust to the touchstone alone—the obvious inference will be that our results for the bullion tendered for coinage and for the coinage itself must be equally untrustworthy. It is true that the inference would not be justified, but the mischief would be done all the same. I feel satisfied that this view has only to be placed before the Government of India to gain its assent to the following proposition.

If assay of silverwares by the touchstone is to be introduced, the Assay Department must have nothing whatever to do with applying the test.

* Resolution No. 5576 Finance and Commerce Department, dated 21st October, 1887.

5. (*ii*) *The Standard or Standards of Fineness which should be adopted.*—On this point it would seem advisable to give effect as far as possible to the views of the silversmiths. They know best the particular alloys that suit their different styles of work; and if they prefer several standards, no sufficient grounds can be shown for restricting them to one arbitrary standard. The most reasonable plan would be not to fix any standard at all, but simply to stamp on the ware the fineness, ascertained by assay, of the metal of which it is composed. If one standard is decided upon, and account is to be taken of the fact that silverwares in this country are often made from rupees melted down, then that standard might be fixed at 900 per mille to cover deterioration resulting from solder.

6. (*iii*) *The Fees which should be charged.*—An assay of gold is more complicated and costly than an assay of silver, so that a higher rate must be charged for the former metal. It is clear that the fee for assaying cannot be made to vary according to the size or weight of the article to be tested, any differential scale would savour unpleasantly of duty imposed by Government, and moreover the cost of the assay operation to Government will be precisely the same, whether the ware be large or small. The only exception would be in the case of a number of small articles of one shape stated by the manufacturer to have been made from a single piece of metal. Here the assays would be made on a few of the articles,

selected as a sample by the assayer, and only one fee would be charged for assaying. There is already a scale of fees laid down by Government for the assay of gold and silver for private individuals, *viz.*, four rupees for gold and two rupees for silver, with an additional fee of eight annas in each case for registration and certificate. The fees for assaying and stamping should be according to the scale now in force, that is, R4-8 for gold and R2-8 for silver. It would evidently not be fair to charge more for the assay of a piece of unwrought gold or silver than for fashioned wares of those of metals which might be greater intrinsic value, and from the sale of which the owner would certainly derive greater profit. On the other hand, there are good reasons, on public grounds, why the scale of fees now sanctioned by Government for ordinary assays should rather be increased than diminished. The scale of fees here suggested is, of course, for a regular and accurate assay, and not for guesses dependent on the employment of a touchstone. It is difficult to say what fee should be charged for a test by means of the touchstone. The operation is one of extreme simplicity, and if appraised merely according to the value of the result, perhaps one anna would be a sufficient fee to charge for it. Untrustworthy as the test is, however, it would have to be made by a European official skilled in touchstone work and sufficiently well remunerated to be above suspicion; and as has already been indicated, no such agency is available here.

7. (*iv*) *The Distinguishing Marks which should be applied to Wares assayed.*—On every article assayed it will be necessary to have the following marks stamped by means of steel punches :—

(1) The maker's mark or initials.
(2) A variable letter denoting the year of assay and stamping.
(3) The mark of the particular Assay office in which the ware has been assayed and stamped. For Calcutta this might be the letter C surmounted by an Imperial Crown
(4) Three figures (*e.g.*, 916) denoting the fineness per mille. If only one standard were adopted for India, this mark would not be required.

A brief description and the weight of every article assayed and stamped would be registered in the Assay office. The maker's mark and the variable letter would afford important and necessary information in furtherance of prosecutions for fraudulent marking.

5.] No. 142, dated 5th December 1890.

From—MAJOR GERALD MARTINS, F.R.G.S., F.C.S., Assay Master, Bombay,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I attach this summary to the accompanying opinion I have expressed on the subject of the Government of India's Resolution with regard to hall-marking, as, owing to my experience in this office, and the views I hold, my letter has grown to greater length than I at first intended, and deals with many details that perhaps you may not at first require to consider. My reasons for statements made in this summary will be found if required in the letter.

Thus briefly—

On the Question generally.—It is no use to introduce a system of marking for export only; it must also be for the local market. Any system that is introduced must deal with both gold and silver. It must be generous—almost unlimited—in the matter of standards: any restrictions in this respect will, if heeded, hamper the manufacturer and ruin the artistic nature of the work; more freedom in this respect is required in England. I am sceptical as to many statements that have been made, such as the demand for Indian silver jewellery in England, and the character of the native artificer's work, the standards, methods of assay necessary, etc.

If a system is introduced to deal with articles for export only, it is hopeless to expect it to pay Government. If a system on a broad basis is introduced, both for the local market as well as export, then much of the expense of the introduction for some time to come will fall on Government.

Next, assuming a system of marking is to be introduced—

Question I.—Should the assay be compulsory or optional?
Opinion.—Voluntary.
Question II.—What standard or standards of fineness should be adopted?
Opinion.—The decimal system, 1,000 representing pure gold or silver, should be used I give two views as to the standards necessary :—

(*a*) Is the one I personally advocate, *viz.*, the standards to be marked at every ten, 990,980, etc., down to a minimum of 300 for gold and 900 for silver, with one other mark 916, it being the standard of the coinage of India and the gold coinage of England. The remedy in case of gold to be 2 per mille and in the case of silver 4 per mille.

(*b*) In case Government does not feel inclined to give so free a field, then I submit that the following are the least number of standards Government can have,

as they are those in use in India and the legal standards in England; but if these legal standards are recognized, then the remedy must be the legal remedy :—

Gold.	Silver.
970	958·3
916·6	940
833·3	925
750	916·6
625	
500	
375	

To my mind (*a*) is the better procedure.

Question III.—Where should Assay offices be located?

Opinion.—The person responsible for the assay must be the person responsible for stamping; articles must be brought or sent direct to him only and pass through his hands. The Assay office establishment here, as at present constituted, could not deal with it: it would have to be enlarged, but a separate office altogether would be better.

Offices at other centres would be absolutely necessary, but it would be better only to commence with Calcutta, Bombay, Madras, and Delhi; they can be extended afterwards if required.

At first starting there may be difficulty in getting work sent in the rough, but if the system is to become general, this difficulty will to a great extent disappear.

All officers must be under a competent European, who must be uninterested in the result of the tests, and above suspicion, so that perfect confidence may be established.

Question IV.—What processes of assay should be adopted?

Opinion.—Cupellation for gold; the chloride method for silver. I have dealt with this question at some length. No certificate should be given and no standard stamped on touchstone tests only, though the stone might be introduced here and there in certain cases as an auxiliary check to test the homogeneous nature of the article.

Question V.—What fees should be charged?

Opinion.—This is a point with which I have great difficulty in dealing, and, though I give suggestions as to a scale of fees for gold and silver assaying and stamping, which might perhaps be tried, I have no great faith in them, and experience might show it necessary to alter them.

Question VI.—What distinguishing marks should be applied?

Opinion.—It is impossible to do with less than the following—

The maker's mark.
The date mark.
The place of assay.
The fineness.
The Government mark.

I have given much thought to this matter, with a view to having fewer marks, but there are so many objections to their reduction that I have come to the conclusion they must stand.

Besides these, there should be a separate symbol to be placed on such delicate parts of any article as have been checked by the stone.

The fineness of punches must be made to take all the standards I have mentioned.

6.] No. 142A., dated 5th December 1890.

From—MAJOR GERALD MARTINS, F.R.G.S., F.C.S., Assay Master, Bombay,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

In compliance with the last paragraph of Resolution No. 5261 of the Government of India, Finance and Commerce Department, dated Simla, 5th November 1890, I have the honour to give my opinion, as requested, on the subject of marking jewellery and plate, etc., in India.

I understand that this opinion is to be "on the question generally, and especially on the second, fifth and sixth points in the Resolution."

Assuming that an Indian assay should be introduced, what sort of a system should be devised, and the six points referred for consideration are as follows :—

I.—Should the assay be compulsory or optional?
II.—What standard or standards of fineness should be adopted?
III.—Where should Assay offices be located? At the two Mints only, or at other centres also?
IV.—What process for assay should be adopted?
V.—What fees should be charged?
VI.—What distinguishing marks should be applied to the wares assayed?

The two most important heads, however, are the second and fourth, and I shall have to deal with them at most length.

I.

I may say that I have always held (and have already expressed my opinion on a former occasion) that some sort of safeguard is required in India with regard to the fineness of jewellery. The native purchaser, however, even amongst the poorest, is, I consider, much more careful in this matter to get his jewellery examined in some way than Europeans are; but still my experience leads me to say that, apart from the mere fact of export, it would be a boon could some system be introduced by which the purchaser would at least have some sort of guide as to the true character of the article he purchases.

Again, I do not regard the technical difficulties in the way of introducing such a system into India as insuperable; but, as shown further on, the great stumbling block to my mind is the financial aspect of the step.

I know that a number of persons consider that hall-marking should be abolished; some in England consider that Government should leave the Halls, as at persent in that country, and others again that Government should take it over.

In my opinion marking is most desirable, but I think the mark should be a Government mark, and should be a mark that can be easily understood, and the punishment for forgery, false stamping, etc., should be very severe. And this is a system that I believe could be introduced into India. I am not sure that I am not in a minority in this opinion, but still such is my belief.

Compulsory marking I believe to be a mistake in England, and it would be a still greater mistake in India. The advantage of compulsory marking on certain articles and not on others has never to my mind been clearly demonstrated. Thus, though I advocate a system of marking, I hold that it should be purely voluntary, and should be carried out at the wish of either the maker, salesman or purchaser.

II.

As regards the second question of standards. This is a technical point with which I am asked specially to deal. My opinion is, speaking generally, that for jewellery or plate it would be an advantage to have no standards fixed by law. Why should a maker **who is at heart an artist, and who has made some beautiful vessel or ornament, either have it destroyed, as in England, or leave it unstamped, or have it stamped at the next lower standard perhaps very much below its real value, as is done in some countries, simply because in the working he has unintentionally not allowed enough margin for the** necessity of the assay?

I believe the absence of all duty, and the marking of the fineness of the article at what it turns if introduced into England, India and in all countries, would tend to the improvement of the manufacture; that the jewellery would be what it is represented to be; and that the opening of the market would cause greater scope for the true artistic workman, and give finer designs to the public.

My view is that every bit of jewellery or plate voluntarily brought for assay should be (roughly speaking) stamped at the fineness it turns on assay. Now I use the expression "roughly speaking" because I recognize that practically it might be difficult to have a series of punches to represent all the varying decimals of fineness that jewellers might work to, but the marking could be much closer than at present.

Now I cannot deal with this question, and give an opinion solely from a silver point of view, or as regards siver work alone being exported from India. If marking is introduced into India at all, it must be regarded from the point of view of both the local and foreign markets, and it must deal with gold also. Any system that did not do that would, in my opinion, be useless.

Turning to English standards, we have the following legal standards:—

Gold.

In Carats fine.	Fine Gold per lb Troy.		Fine Gold per. oz. Troy.		Fractionally.	Decimally 1,000 representing fine gold.
	Oz.	Dwt.	Dwt.	Grs.		
22	11	0	18	8	11/12	916·66
20	10	0	16	16	10/12	833·33
18	9	0	15	0	9/12	750·00
15	7	10	12	12	7/12	625·00
12	6	0	10	0	6/12	500·00
9	4	10	7	12	4/12	375·00

Silver.

Fine Silver per lb Troy.	Decimally 1,000ths fine silver.
11 oz. 10 dwts.	958·33
11 „ 2 „	925·00

Now I confess to thinking that in modern times all the old-fashioned signs for fineness should be abolished.

With 1,000 supposed to represent fine gold, or fine silver, an assayer can by the decimal system represent very much more accurately the true fineness of the article, and I submit the more accurately the assay report represents the fineness of the article, the fairer it is for the maker, jeweller, and purchaser. Another advantage is that every native gold merchant, Sowcar, jeweller, the community generally, and the bankers, understand and talk of fineness in this way in India.

Turning to India, there are of course no legal standards for jewellery, and we have to consider at what fineness the jewellery of the country is generally made.

The good gold jewellery is as a rule of a fineness from about 960 to 970. That is, it is very much finer than anything ever made in Europe, and it consists of an alloy of gold and silver only. In fact its very purity is its drawback, as it is too soft to wear well, but if marking is to be established, it must provide for such a standard.

Even comparatively poor women and children (whose bodies are made the banks of their husbands and parents) wear ornaments as fine as this, and I have assayed jewellery as high as 980 fine. Indeed, I believe I am not in error in saying that any native who has saved enough to be able to afford to buy gold ornaments, would not condescend to buy gold below 700 fineness, *i.e.*, nearly 17 carats fine.

Turning to the silver jewellery, the best ornaments are manufactured out of what is called "China Chandee" (China Silver). Why it is called so I do not know, unless it is that Sycee used to be originally used for the purpose. This "China Chandee" is generally 17½ London silver, *i.e.*, bar silver of a touch varying from 997·9 to 999, to which copper is added, bringing it to a fineness of from 940 to 950. Ornaments made of this silver 940 to 950 fine are of course soft, and can hardly perhaps be said to be very common, but they are a regular article in the market, and must be provided for in a system of marking. Indeed, poor natives, who have saved money, often have a piece of fine silver tied on to their arm or leg with a common piece of string, and they have absolutely paid a "Rubber" in the bazar to take its touch, in order that they shall not be cheated.

The ordinary fineness of silver work is of course 916·6, the standard of the coin, and nearly all the ordinary work done for Europeans is of this fineness. But I look on the work done for Europeans as being generally of an inferior character.

I may, before going any further, refer here to a very important point, for if I ignore it as not being a point on which my opinion is asked, I may as well express no opinion at all.

There is a great talk about opening the English market to Indian silverware. Now the Government, in their resolution, paragraphs 11 and 12, have hit the right nail on the head, *i.e.*, whether the prospect is considered of sufficient importance to justify the introduction of an Indian system of assay? whether the continuance of hall-marking in the United Kingdom has appreciably minimised the effects that might have been expected from the repeal of the duty on silver plate? and whether Section 4 of Act 47 and 48 Vic., Cap. 62, has given the relief to India required?

I confess that among the mass of correspondence Government has printed and I have received since this question first arose, there are many sentences which require modification: for example, "the work in which native silversmiths excel all others," "the Indian silversmith is not a refiner," "the Indian jeweller with his tasteful designs and delicate workmanship," "the most perfect machinery cannot turn out work more artistic or more honest than that which the Hindoo jeweller does every day before the eyes of his employés."

Now, there is of course a certain amount of truth in some of these, but deprived of the "froth" the facts really are that the Indian silversmith does not excel all others; the Indian gold and silversmith is a refiner, not of course on a large scale, but is so to suit his own purposes; the tasteful designs, which are purely oriental, were designed years ago and have been handed down, and are never improved on, and originality is seldom seen, and if you now go to a native for a design for work, for any purpose not to be the usual pattern of his mould, he says he will give you one, and promptly copies designs out of the Goldsmiths Company's catalogue, or that of some other large European firm. As for honesty, yes, they are as honest as their neighbours, and that they are not more so the records of my laboratory show; but that they are very clever in the power of deception, when they are dishonest, is very certain, and the retailer of the goods has an oriental mildness about him that gets round any doubts or scruples on the part of the purchaser in a wonderful way. And the picture of the man who used to work in one's verandah in the old days is a thing of the past; a man who would do that now would in all probability only be able to do very common work. I do not wish to condemn Indian work; no one admires that which is good more than I do, but in a matter of this sort it is as well to avoid the exaggerated ideas to which I refer.

I believe that the English market for ordinary Indian silverware as at present made for Europeans, and European shops, will be comparatively small. In the first place, I consider this ware as a rule poor; even that which is supposed to be art

work is most of it inferior in design, and where there is a good design it is done to death—the same thing over and over again on every salver, every cup, every bowl—the same bangles and either the same gods or the same scroll work in every shop. At first it might be considered curious, and be bought by some, but people in Europe would soon tire of it. Again, Indian silver jewellery can but seldom be worn by English ladies, as it is only now and then that it looks well with European dress, and what is worn can only be the more delicate work; the more massive work, though handsome enough as a curiosity, is too heavy, large, and barbaric for ordinary use.

I submit that this opinion of mine in one respect has been strangely confirmed by a sentence in Mr. E. J. Watherston's letter regarding Messrs. Orr & Co., being desirous of returning goods to India. He says "Native gods being unattractive to English buyers."

As to plate, useful articles, and copies of English designs, the Indian silversmith is not in it with the European. He cannot work as well; cannot make handles or hinges as well; cannot burnish as well, or generally finish as well; and I do not think many people would buy Indian silver work for ordinary use in preference to English.

Thus the only way in which the Indian silver work would get much hold on the English market would be by Indian silversmiths showing originality—a thing that seems to have died with their forefathers—or trying to learn in the English school to work with European finish, which will take time.

Thus if the Government of India intend to have marking on "silver work for exportation" only, the whole matter lies in the reply they may receive to their question as to how Section 4 has acted. If this section has given relief, no more need be done; and my report might stop here; but if, as I understand, I am to assume that an Indian assay and system of marking is to be introduced, there is much more detail to consider.

In my opinion the gold work is far more likely to find a market in Europe. In the first place (with the exception of some heavy bracelets and such like hideous articles), it is carried on by more skilled workmen than the silver work, and the work is better finished. The designs are, therefore, also better, the work lighter and more likely to be worn and used by Europeans; it is also more varied and, as I have shown, the gold is very fine, and in many cases enamel work of excellent quality is on very fine gold.

The mixtures of the alloy are also often carried out with infinite judgment, producing exquisite shades to suit the work—a thing in which, owing to the stringent laws of standards in England, the British workman is much handicapped. I therefore believe that if once the native work is sold publicly in England, it is the better gold work rather than the silver that will find a market.

The only fear I have is that, owing to the fixed European standards, if once it does find a market, articles of less value will be made, and in course of time poorer gold will be used, and the little remaining originality, quaintness, or beauty vanish.

I believe that in Europe the power to produce work the brain has conceived is often checked by the standard laws; and that were they and duty removed, the brains of European gold workers would be prolific in originality of design combined with a finish, compared with which Asiatic work would be very poor. But it is the quaintness, irregularity and other peculiarities that give the characteristic beauty to Asiatic work, and once that departs much of its beauty disappears.

To take a simple example. English people, on seeing a fine Indian necklace, and being told its price, would at first consider it too expensive, and when told its high price was due to the gold 980 fine (alloyed with silver), would demand the same thing to be made of English standard gold 916·6 with copper! Will its beauty be the same? Certainly not from an artist's or a goldsmith's point of view; but once this is done, the English workman will produce plenty of them, and probably, working in standard gold, finish them better, *i.e.*, more evenly and uniformly, but the quaint beauty of the original will be absent. If the Indian then tries to imitate the hard and severe lines and beautiful finish of Europe, he generally fails—I am speaking of course of fine work. There is, however, a quantity of rubbish sold in this country to Europeans as "fine Indian gold," although once marking is established, Europeans will not buy unmarked ware, and will ask for good quality, and this poor and false stuff may be driven out of the market.

On account of its fineness the good Indian gold work carries precious stones insecurely and the stones generally have to be re-set by some English jeweller, and even when advised to use poorer and harder gold, the native dislikes doing so, because at present it would not find a sale in the native market. Once he gets an English market, he will have to make all ornaments intended to carry stones of poorer gold, or he will get no sale for his ware.

I deal with these matters because to my mind they are the soul of the whole question. The amount of assaying for ornaments for export I look on as likely to be comparatively small, but it is the local market which must be touched. The only chance of Government

working this without loss will be by work for the local market. To any one who has seen the splendid gold ornaments, the great chains several feet long, the *golabdans, pandans, pickdanies*, gods, etc., that have been melted in this office, it is quite evident where the stamping has to be done. Natives grow rich, and where they figuratively do not bury their gold, they turn it into these ornaments and articles, and when a bad time comes these gold articles have to be melted in order to be sold.

These men at the time those articles are made have no guarantee that they can really trust as to their fineness, but a rubber in the bazar will, however, have probably been consulted.

One word more about the local market. Almost every native, even among the very poor, has his bangle, anklet, armlet or ornament tested. There are in this city some fifteen to twenty rubbers, and many more I believe in Delhi, who work with a touchstone. The competition among them is the only guarantee for their honesty, and from all I can gather they are not all regarded as above bribery. In my experience I have had many references made to me to decide disputes. The very existence of these men is a sign that the want of some check and some mark made by an independent party is felt.

Knowing this by my own experience, it was with some surprise that I read that marking was not considered desirable by the trade. Compulsory marking I do not believe to be a sound principle in any country, but voluntary marking, I submit, is desired by the trade of India.

In 1885 I was referred to by the Local Government regarding an application on this point by a firm in Bombay, and I have asked many native merchants and jewellers and they are all agreed in saying it is required, as they are otherwise at the mercy of native rubbers in the bazar whom they do not trust. They all say, however, it should be under a *sahib* and under Government control. Whether it is financially possible to meet their wishes is another question, but the desire for it certainly exists.

The next important point, if standards have to be fixed, is the "remedy."

The "remedy" for jewellery allowed in England is generally considered by the trade as too small, less than a quarter of a grain under standard being sufficient to condemn the work.

This remedy should be larger, and I would suggest 2 per mille for gold and 4 per mille for silver.

I have said that, generally speaking, the work should be stamped as near the true fineness as possible, and this view naturally does away with the necessity of a fixed minimum, for let the stamping be free, and the minimum of utility would fix itself.

The necessity, or otherwise, for having a fixed minimum figure of fineness is a subject which would require more discussion than I can bring to bear in a report of this nature, turning, as it would, on the nature of the work, the hardness, appearance, purpose for which the work was required, the different effects of alloying, comparative difficulties in working, and so on. Thus though I do not personally admit the necessity for fixing a minimum point of fineness, I am ready to allow it is a subject that can stand aside for the present, and I therefore suggest that for gold the minimum fineness to be stamped be 300, and for silver the minimum be 900, with the proposed remedy already suggested in each case.

I feel firmly convinced that something like what I suggest—if not even a more open course—will in course of time have to be introduced by all civilized Governments, and that they will find it better for the country, the dealer, workman, and purchaser, and better for the art as an art; but as I fear that I may at present be in a minority in this view, I put before you two suggestions (*a*) what I personally believe best, (*b*) what I look on as a compromise and the very least the Government can have in the way of standards.

(*a*) My own opinion is that Government should have a series of stamps ranging by tens, *i.e.*, 990, 980, 970, etc., down to 300 for gold, and down to 900 for silver; and one other, to be called the standard stamp, for 916·6, which standard, it must be remembered, is the same as the English sovereign standard of 22 carats fine, the British Indian gold mohur and the British Indian rupee standard.

The remedy for gold will be 2 per mille and for silver 4 per mille, except that the standard mark will only be used between 918·6 and 914·6.

Thus, for example, all gold work which on assay turned from 978 fine to 982 fine would be stamped 980.

Gold work turning 914·6 to 918·6 would be stamped Indian standard.

Silver, for example, turning from 936 to 944 would all be stamped 940, and in the case of silver turning from 914·6 to 918·6, it would be stamped standard.

The advantage also in this to my mind is that it gives in the case of silver a large range of marking about the standard; the difference in value due to remedy as regards the purchaser would be very small, and to the maker the loss in one case would be made up in gain in another.

(*b*) In case my idea is considered too sweeping, I submit that the least number of marks the Government can have are as follows:—

For Gold.	For Silver.
970·	958·3
916·6	940·
833·3	925·
750·	916·6
625·	
500·	
375·	

These are the legal standards in England and those in use in India, but if this point of legal standards is recognised, I would point out that the remedy in the one case will have to be the English legal remedy and in the other the Indian legal remedy.

III.

The next point is one which can be shortly answered. To commence with, however, I must point out that the person in charge of the office where the assay is done is the person who must be responsible for the assay and the marking. I know from experience that it requires all care and is quite anxious enough a responsibility, as it is, to see that gold bars and leaf are stamped correctly, and I would never agree to having things assayed by myself or under my supervision, and for which I am responsible, stamped elsewhere. Thus I presume the stamping, as the assaying, will be carried on in the Assay office, and of course articles would be sent here and that no one but the assayer in charge would have anything whatsoever to do with it, and thus I consider this question first from the point of view of the present Assay offices.

I may, to commence with, say that I am certain that it cannot be done with our present establishment. That would have to be enlarged. The work we receive from the Mint is very large, and of late it has been enormous, and that of course must be done before all else. It is therefore most difficult to do even such comparatively small amount of extra work as at present comes to hand; but if the marking of jewellery and plate is to be added to my duties, it will be impossible for me to carry it out without increased establishment, and the men must devote their time to it.

The responsibility added to my post would be great, but I should not mind that as long as I had a free hand and was allowed to make the provision I thought fit. The large sums that yearly change hands represented by assays done in this office, even apart from ordinary minting requirements, make me feel that as far as responsibility goes a crore or two of value more or less would be of no consequence, provided I am left perfectly free to do that which experience has taught me is the best. However, though I am not afraid of taking the work if required, I allow I think it would get more attention if in a separate office. One of the principal native merchants suggested that an office or a branch of my office should be in the Marwaree bazar. However, without going into the Marwaree bazar, if it is decided to have a separate office, it will be a matter for future consideration as to where it should be situated, so as to be convenient and near enough to attract manufacturers.

But supposing it is decided to have Indian stamping, it is quite clear to my mind that it will be absolutely necessary to have offices at other centres than Calcutta and Bombay.

In my conversations with the manufacturers on this point, the least number I can get them to name is Calcutta, Bombay, Madras, Delhi, Lucknow, Cutch, Cashmere and Burma; some even wish to add Jeypur and other places because of the fine gold work.

Personally I should feel inclined to recommend—supposing a system is introduced—starting at first with only offices at Calcutta, Bombay, Madras, and Delhi. The other places might be left till it is seen how the above pay, and if those interested at the other places find themselves injured, they can represent the same, and should then have to show that there is enough work to support an office.

Calcutta would take Cuttack and other work; Delhi is, of course, a large centre; Madras would get Travancore jewellery; Bombay would receive the Cutch, Jeypur, and probably the largest assortment of all kinds. There are of course many places where a small amount of jewellery is made which cannot be looked on as worth consideration, and it would be no loss if the trade, such as it is, vanished.

I have said nothing about Cashmere, because I feel that, though there is plenty of work and good work done there, there may yet be political matter connected with the question, and there are better opinions than mine to be obtained; and again, although I know Burmese work, and there is some in the market here, it does not seem to be in large quantity, and never having been in Burma, I do not feel competent to speak as regards that country.

IV.

The fourth question is a technical one of much importance.

As regards methods of assay—

Gold cupellation is a perfect method of assay; nothing could be better.

With regard to silver, however, silver cupellation is not as satisfactory. It is not that in practised hands excellent results may not, and are not obtained, for it can be carried out with accuracy, but it does require great care; and without entering into the many technical details in this respect, I need only say that it is generally considered among assayers as not so satisfactory where great accuracy is required, though most useful where the approximate fineness is not known.

The "Humid" or "Volumetric" method, as practised in Europe, is a beautiful method of assay where the fineness is approximately known; but the manner in which the work has to be carried on, the difficulty experienced with the standard solution in this climate, and many other reasons, render it unsuited to India.

The best method for this country (which is not mentioned in the Government Resolution) is that which is called the "chloride method," *i.e.*, the weighment of the precipitated chloride of silver; it is a little longer than the other method, but it admits of native aid. It dispenses with the necessity of approximating assays, as any variety of fineness can be at once dealt with, admits of a constant weight being used, the presence of outside metals is at once shown, and the assay is very accurate.

Thus we are reduced to two methods of assay:
For gold, of course, cupellation.
For silver, the chloride method.

As for the touchstone—well, it is not assaying at all; but before I deal with that I must say I think the so-called impossibility of presenting work for assay in the rough is exaggerated. Certainly articles will have to be sent or carried backwards and forwards; but as far as I can learn, that does not seem to have been considered of much consequence in England; indeed, the tendency appears to have been to decrease the number of Halls, and I believe that some people in England who think marking should be under Government control would even close some of the existing Halls.*

The great complaint has been as to the manner in which the sample for assay was taken, but even in this respect it is allowed that the Halls do not now use ware as cruelly as they formerly did, and though doubtless there is still room for improvement in this respect, yet with the recognition of the advantage of marking and the present appreciation of the fact that it is not right to utterly destroy a man's work in taking a sample, surely means will be gradually evolved by which disfigurement would be reduced to a minimum.

Now, if marking in India is once established, and the fact generally known, I submit that the manufacture ought gradually to converge to the assay centres. I do not mean to say that work at places as far distant as Srinaggar or Mandalay will cease and come to Calcutta and Bombay, as in such cases we are dealing with what must be considered separate countries, but I mean that where there are judiciously chosen centres, it is to be expected that the workmen with their families from a large portion of the surrounding country will gradually be attracted together, and if this occurs, much of the difficulty connected with carriage will disappear.

Indeed, if something of this sort does not happen, I do not see how any assay centre can become self-supporting, and only on such a hypothesis could the establishment of Assay offices be tried.

Next, let us turn to the much-lauded "touchstone." Rubbing—there is no necessity to use any grander name—is not assaying, and though with gold under certain conditions it is approximate, with silver, in my opinion, it is not even approximate. The very term generally used "touch" illustrates what it is. It gives no assay, no guide to anything that may be present, and can only deal with the surface. The surface, it will be replied, can be removed, and to that I say, that if it is removed to the extent that is often necessary in this country, it does not save the article from disfigurement.

As to accuracy, let me first refer to gold, in which I admit rubbing to be often very near the truth. I have known a man with the same description of alloy† of different fineness obtain time after time results correct to within ·5 per mille, and then suddenly go very far from the truth per cent. I have often had a cupellation furnace charged with, say, twenty-five to thirty assays of absolutely different kinds of gold—Pekin bars, gold leaf, China leaf, melted ornaments, melted coins, bits of various sorts of gold from the bazar of every imaginable sort and character. Each sample to be assayed has been previously rubbed and the "touch" registered by an experienced rubber, and the "touch" so registered afterwards compared with the result of the assay.

Where the alloy has been a common one which the rubber was accustomed to, the results have generally been approximately right, sometimes marvellously near, and sometimes incomprehensibly wrong; but in the case of ornaments, queer mixtures, etc., melted in the office, he would often be nowhere near the truth, and the man was not to blame, for he was but mortal, and the eye cannot always *guess* right.

* It is quite possible that the removal of duty in England will cause an increase in the work to be done at the Halls, and should more freedom as to standards be also introduced, the demand for stamping might possibly be so great as to make it necessary to again increase the number of Assay offices.

† I use the word "alloy" all through this paper in its true sense, *i.e.*, "a mixture of two or more metals;" the word "alloy" properly speaking does not mean (as it is often improperly used to denote) the poorer or base metal present. Coinage, jewellery, brass, gun-metal, etc., are all alloys, and no one metal composing them is by itself an alloy.

I admit that if a law is passed of strict standards, *i.e.*, that all gold work is only to be made of gold, silver and copper in certain proportions, or of gold and copper in certain proportions, and no other mixture is allowed, and test needles are made only of that alloy and extending to the decimals allowed for remedy, that on seeing a shade did not match any needle it would be easy for an assayer to say this gold is not the same as my needles, and so condemn the work, and damp the artistic spirit in the artist at the same time.

I have seen a man fairly puzzled by gold of exactly the same fineness as his needle, but it not being the same composition, it was not the same colour. Every goldsmith knows this is possible. Yet this is a method that some people will insist on calling assaying, and consider sufficient in a country where men mix their alloys as they like and as they think best.

If in India the liberty of the workmen in this respect is to be hedged about by fixed standards, I believe it will spoil, if not kill, their art; and I understand from the resolution that Government recognizes this and is not in favour of compulsory standards.

Turning to silver, my objection to the touchstone is still stronger. I do not believe that any man, be he ever so experienced a rubber, could tell the "touch" of all the various kinds of jewellery dignified by the name of silver work in this country.

The men in the bazar who gain their livelihood by giving the touch to natives do not pretend to anything approaching the real thing in silver, and they confess they cannot do it. But what is more to the point, these native rubbers in the bazar here will not give a "touch" on a large number of silver articles (although the touchstone is the only method they know and the only one they employ) without cutting or drilling.

One of the best ways of taking a sample is to drill small holes, collecting the dust (as these holes can be filled up again), and this dust these men melt up and use as a sample piece; thus even here with the "touchstone" it is considered necessary to disfigure the article.

If the touchstone is so reliable in this country, I am at a loss to understand the nature of certain cases that occur. I believe it is not too much to assume that in respectable firms of standing, trouble is taken to approximately test goods, and to be sure that the articles they offer for sale are what they represent them to be; yet it is no uncommon thing, when such articles have been by accident broken, for the mending jeweller to throw doubt on their genuineness, and when the same are then sent here for assay, for them to turn much lower than they were said to be at the time of purchase; and yet it would be wrong to say under the circumstances that the retail jeweller was anything but taken in himself.

I have often been asked to settle disputes between two parties by the touchstone, and I have invariably refused to do so. The risk of mistake is too great, and it is often a very difficult thing for the parties to make up their minds as to whether they shall back their opinions to the extent of having the ornament destroyed.

I consider the English Halls are quite right in insisting on making proper assays, and the argument that what is good for one country is good enough for another does not carry weight; no plate has the high character in the world that English plate has. I fail to find authority for the statement that the system of touch proves adequate in France.

They have two classes of punches, the superior and the countermark, and the former are divided into standard, guarantee, importation, exportation, and recense. But let us turn to their own report. They give the usual summary and explanations of the usual methods of assay.

They deal with assaying silver by cupellation, then with assaying gold by cupellation, and then go on to say "the second method of assay by the touch is too well-known to require description; it only gives approximately the required standard." Then they say, "the third kind of assay is that of silver by the damp method, etc."

Again, let me quote their report—

> The standard mark is impressed on works of size, such as have been analysed by processes scientifically exact. The mark of guarantee is placed on small jewellery assayed by the touch; a special mark is reserved for gold chains.
> The import marks are of to kinds, the foreign and watch marks, and these are again sub-divided.

As for the export work—like most of the continental countries—they do not seem to be much concerned about its quality.

Again, in giving the prices, they say—

For an assay on gold or gilt or silver bearing gold	. . . . .
For an assay of silver if by reduction in a crucible	. . . . .
Assays of small articles of gold by touch	. . . . .

Thus they do not have a general assay by touchstone, the small gold articles that are examined on the stone are not stamped standard, and I cannot find anything said about silver being stamped by assays on the stone; and all these precautions are taken in a country with fixed standards.

I have dealt with this question at length, because it is most important, and to me it naturally is of great interest and importance, and all I can say is that it the jeweller in this country is to have a free hand as to composition, and the only method of assaying

gold and silver is to be the touchstone, I sincerely hope that the Government will not require me to certify to the accuracy of the assays by "rubbing," or hold me responsible for error.

Although I am against giving any certificate on rubbing alone, I am not prepared to go the length of saying it may not be useful as an auxiliary test.

The whole point lies in the way in which the sample is taken, and this must be left to the judgment of the assayer. He may be forced to cut a piece out, or he may be able to get a sufficiently good sample by scraping, or he may be able to obtain a good sample by boring with fine drills in various parts of the work until he gets enough dust.

In the case of gold this would be tested by cupellation, in the case of silver by the chloride method. A portion of the sample so taken could be turned into a needle and the lighter portions of the work be tested by touchstone after slight removal of the surface to see it was of the same fineness as that scientifically assayed. I think that manufacturers ought soon to learn the best state in which to send their work for assay without entire finishing, and it is impossible to lay down exact rules as to how samples are to be taken; they must be taken so as to disfigure the work as little as possible, and yet to represent the true composition of the article throughout in order to be of any value, and no certificate should be given by mere touchstone test.

V.

The question of fees is one to which the Government call my special attention; but the fact is I can hardly form any idea as to what scale of fees is at all likely to make these offices self-supporting. There is such a quantity of information as to the expense of starting these offices which I require for this part of my reply, and cannot procure, that an estimate from that side seems impossible at present.

Turning to the other side, the fees must be fairly in proportion to the work to be assayed, and yet not prohibitive, and it must be remembered that there is no duty to be paid.

In considering the question of fees, however, it mnst be clearly understood that I am purely dealing with works of art, jewellery, ornaments, *goolabdans*, *pandans*, plate, etc., and not with mercantile business between merchants and bankers, refiners, etc., or any such work as I have at times to deal with at present, where one assay on some small piece may represent very large sums, a transaction of from ₹20,000 to ₹50,000, or may be a question of contract which is referred to me for decision.

All I am here dealing with is work which in England would be "hall-marked."

In the bazar the native rubbers charge one anna per tola for rubbing gold, the minimum charge being one anna, and they charge twelve annas per 100 tolas for silver.

It is quite evident that at such rates no properly conducted Assay office could be worked; still at the same time the fees must not be too high, although there is no duty to pay.

I therefore merely suggest the following as being as low as could be tried, but I confess to feeling very uncertain that they are near the truth.

Gold.

For an assay and stamping of any gold ornament, piece of jewellery, piece of plate etc.—

				R
Weighing 5 tolas or under				2
,,	from 5 to	10 tolas		3
,,	,, 10 ,,	20 ,,		4
,,	,, 20 ,,	50 ,,		5
,,	,, 50 ,,	500 ,,		10
,,	,, 500 ,,	1,000 ,,		15

For every 100 tolas or part of 100 tolas in weight above 1,000 tolas, a fee of one rupee.

Silver.

For an assay and stamping of any silver ornament, piece of jewellery, piece of plate, etc.—

				R
Weighing 5 tolas or under				1
,,	from 5 to	10 tolas		1-8
,,	,, 10 ,,	20 ,,		1-12
,,	,, 20 ,,	50 ,,		2
,,	,, 50 ,,	100 ,,		3
,,	,, 100 ,,	500 ,,		4
,,	,, 500 ,,	1,000 ,,		5

For every 100 tolas or part of 100 tolas above 1,000 tolas in weight, a fee of eight annas.

At first, in a place like Bombay, there might be a rush of work with a view to the foreign market, but when it was found (as I believe it will be found) that there is not so large a demand in Europe as is supposed for this work, there will be a lull, and the only chance of the offices paying will be when it is generally known throughout the country that stamping is done under Government control, and it may take time for this knowledge to spread.

That the persons most interested wish to have a system of marking I am aware, but they would like to have it for nothing, or next to nothing, and it would be absurd for Government to attempt to carry out the work at rates such as they would suggest.

Some of the native rubbers or their relatives might find employment under Government and be taught a certain amount of work in the laboratory, but there must be a European in charge and one to take his place in case of sickness.

This view might perhaps call forth a protest from many natives of this country; but in reply, I can only say that not only do I think this necessary, but that in saying so, I am expressing not the opinion of only one of their countrymen, but every one of them I know who is in any way interested in the question.

There must be a *Sahib* in charge and responsible, or they would be no better off than with the bazar rubbers, who are more or less kept in order by competition.

Thus in giving these figures I cannot say I honestly have any great faith in them. I have made out the scale more with the idea of what would be perhaps proportionately fair according to the relative value of the goods and yet not be prohibitive, than with any decided view as to the probable amount of the Government expenditure and receipts, which I feel are very uncertain.

It is therefore the financial aspect of the question, the difficulty of arriving at anything definite as to the amount of work likely to come to the offices, that makes me doubt the advisability of the step, and causes me to say that if Section 4, Act 47 and 48 Vic., Cap. 62, has given relief as regards oriental work exported to the United Kingdom, that it might be better for the Government to leave matters as they are.

VI.

With regard to the nature of marks. It will be desirable to avoid the long series of hieroglyphics that, owing to a separate sign for each standard and different standard marks at different halls, have grown up in England and are now so numerous that hardly any one in the trade can at once interpret them accurately.

If this is the case in a country with a few fixed standards, it would become very much worse in a country where a free hand is to be allowed to the maker, and thus I propose only to have figures to denote the fineness.

The marks in England are six in number on gold and five on silver:—

The maker's mark.	The hall-mark.
The carat mark.	The date mark.
The standard mark.	The duty mark.

In gold the standard mark and the carat mark together denote the fineness; the standard mark being either the crown, the thistle, lion rampant, harp crowned, plume of feathers or unicorn's head, according to the various places, and the carats being given in figures.

In silver the carat mark of course disappears, and the standard mark, *i.e.*, Britannia, or lion passant, or thistle or harp crowned, as the case may be, denote the fineness.

The duty mark may be dispensed with in the case under consideration as useless.

This leaves the maker's mark, carat mark, standard mark, hall-mark, and date mark to be considered.

The maker's mark—in England it is generally the two initials of the maker's name—is essential, and this should be a mark registered in the Assay office by being stamped on a leaden sheet, the name and address of the man and all particulars being written alongside, and signed by himself and the officer in charge.

This mark should be stamped by the maker on the goods before they are sent to the Assay office and on the spot near which he wishes the goods to be marked. The article in question should be in an unfinished state, but as far advanced as the maker believes compatible with good finishing.

Besides this, I think that the number of the article produced by the maker and sent for assay each year should be registered, and at the end of the year he would begin afresh at 1.

For example, a goldsmith, "Balcrishna Ramchunder Hate," would begin in January with marking his articles 1 B R.H., 2 B.R.H., and so on.

I do not say that initials should be obligatory; a mark might do as long as it is registered.

The advantage to my mind of having the number of the article as well as the maker's private mark is that it increases the chance of proving a case of forgery, as, if the article bearing the forged stamp and showing (as it would be obliged to do) some number on being brought to the Assay office does not agree with the register against that number and mark, the forgery is evident.

For example, suppose an inferior silver bowl marked as 102 of the work of "Sakharam Gidh" in the year 1891 is brought to the office, and the register shows that the article bearing such a mark was really a gold *pándán*; the forgery is practically proved.

If there was a good Government mark, I am not sure that the hall-mark, *i.e*, the mark showing the place of assay, might not be dispensed with, but in this enormous country I think it will be necessary to retain something showing the Assay office. It is also essential to have a date mark in order to trace the article, and this in England is done by a letter. In some place the twenty-six letters are used to denote a cycle, in some twenty, and so on. The first letter of the alphabet is then again taken in a different style of character and begins a new cycle. Of course, without a reference it becomes after some time very difficult to know to what year the letter refers, and thus in this respect, as with the maker's mark above referred to, an additional security against forgery is provided.

For example, say Roman capitals begin in 1891 A, and so on, then 1916 will be *Z*; 1917 will be, say, small Roman (a) to 1942, which will be (z) and 1943 will be, say, Italian *A*, and so on.

The letter used for the date must be the same in every Assay office throughout India.

I see that Mr. Gee makes a suggestion in his work with regard to marks that date letters might be placed in the middle of the Government mark together with the standard.

It is, I admit, desirable to reduce marks if it can be done, but the date, place of assay, fineness, and Government mark must be put on, and I have striven to design punches as Mr. Gee suggests with such details combined, but I find this makes the stamps too large, heavy and coarse.

It must also be remembered that round surfaces have to be dealt with.

I have most reluctantly therefore come to the conclusion that the stamps must be separate.

I have tried to use the city arms of the municipality in order to make an office mark, but with no great success. However, I think, portions out of the arms can be taken, and in the arms of Bombay, I think, the boats give us a characteristic sign for this city; and one of these might be used as the Bombay Assay office stamp, or two of them with the fineness between, or the crest might give a good mark.

The first of these given below is probably the best:—



The fineness must be stamped in figures that can be read, and alongside should be the Government stamp, which might be either the Royal Arms, the Crown or the Star of India.

The office stamp and Government stamp should be on the flanks of the date and fineness.

Thus an article fully stamped would have from the left—

1. The number of the work.	These to be put on by the artificer before the work goes for assay.
2. Maker's mark.	
3. The sign giving the Assay office.	These to be stamped in the Assay office.
4. The date letter.	
5. The fineness in figures.	
6. The Government stamp.	



I am afraid we cannot do well with less than six marks.

A goldsmith or silversmith would have to fill up a form when he sends his goods—a; nearly finished as possible, but not quite finished—to the Assay office, stamped with his mark and number of article, and this form must be signed by the maker whose signature is registered against the mark in the office. This form can then be filled up with the fineness after assay, and be signed by the assayer, and it would even be a good thing if each article could have such a certificate, although that might perhaps be found too tedious in a case such as a set of forks and spoons, and thus a question like that would have to be left to the judgment of the officer in charge.

Apart from this, however, I think it would be advissable to have a separate stamp to be placed on such portions of the work as have been only compared by touchstone with the sample taken for proper assay. This might be a palm tree, or lotus, or any other characteristic sign, but should show no fineness, as it cannot be more than a token that the work has been so checked to see if it appears homogeneous.

D

I believe it would be cheaper to have a series of punches made for each touch to be stamped; the only one that would have to be changed would be the date stamp, the others would go on for both gold and silver for a long period.

There are of course many details yet to be considered which will have to be gone into afterwards, but I have dealt with the practical portion of the marking at some length to show that I do not believe it would be so difficult to introduce.

Still I must point out that even simple rubbing is a thing that cannot be rapidly learnt, and that the subject of having trained men for the assaying and also for delicate stamping will have to be carefully considered; it will not do to commence spoiling articles by bad marking, and it requires experience to stamp well, and I at present know of no trained hands in this country.

In conclusion, I would give it as my opinion that it will be of no use to have a single mark for one standard, and if it was enforced it would ruin the native work. It would be equally useless to have only silver marked, and certainly not worth while to establish a system of marking simply for the sake of the amount of silver ornaments, etc., likely to be exported to England. If the marking is to be of use, it must, as I have said, deal with the local markets, and if it does do so, it must then cover a generous field as to fineness; and if that is recognised, then the marks used must convey information as to maker, place of assay, and fineness. Any system that does not do this would be in my opinion worse than useless.

I am sure that if gold and silver work in this country is to improve—and it is only by improvement that it can possibly have a chance of competing in Europe—there must be no petty restrictions, and as indeed removal of duty will tend to improve the goldsmith and silversmith's work in England, so would a greater freedom of standards there also help to improve it; and I therefore do not think that any system introduced into India should be started with laws that must more or less hamper the manufacturer. He should be given a free hand, the marking only being a guarantee as to the quality of the composition.

Even if it is decided to introduce into India a free system as regards standards and marking, so as to cover the wants of both the local and foreign markets, I fear that for some little time much of the expense of its introduction will have to be met by Government.

7.] Dated 27th December 1890.

From—THE HON'BLE L. R. W. FORREST, Chairman, Bombay Chamber of Commerce,
To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I have the honour to acknowlede the receipt of copies of the Resolution (and enclosures) of the Government of India, No. 5261, under date of 5th November 1890, on the subject of the abolition of the English plate duties, and the proposed establishment of a system of hall-marking in India.

2. With respect to the latter question, on which the Chamber is invited to express an opinion, my Committee have consulted those immediately concerned in the trade, and now beg to forward copies of the accompanying letters on the subject, addressed to the Chamber by Mr. J. P. Watson, of Messrs. Watson & Co., and Messrs. Ardeshir & Byramjee, the two most important firms in Bombay, who export silver goods in large quantities to Europe. The Committee of the Chamber agree generally with the views expressed by Mr. Watson, and they trust the same may receive due consideration.

8.] Dated 3rd December 1890.

From—J. P. WATSON, Esq., of Messrs Watson and Co., Bombay,
To—The Chairman, Bombay Chamber of Commerce.

In reply to yours of the 14th November, *re* hall-marking in India, and referring to Government of India letter No. 5261:

(1) "Should the assay be compulsory or optional?" A hall-mark would, I consider, be a great advantage and lead to a much larger sale for Indian silver plate in England than at present. It would show at once its quality and hence give it a standard value in the market; whereas, if not stamped, each piece would have to be tested by the individual, buyer or dealer who would be sure to save himself by valuing at less than its real quality. It would thus have an uncertain value instead of a standard value and would militate greatly against the steady and free sale or exchange for Indian silver plate. It should, however, be optional.

(2) "What standard or standards of fineness should be adopted?" I would adopt the quality of the rupee, but though articles might be made of finer quality than this, I would only have one stamp.

(3) "Where should Assay offices be located? At the two Mints only, or at other centres also?" In the following twelve towns, where any considerable amount of silver plate is manufactured, *viz.*, Bombay, Poona, Ahmedabad, Calcutta, Lucknow, Delhi, Lahore,

Madras, Bangalore, Trichinopoly, Rangoon, and Mandalay, I would appoint the Mint where such existed, and the Government Treasury, where there was no Mint.

(4) "What process for assay should be adopted?" The usual native process of rubbing on a test stone, and also trying with acid. There is always a native official at the Treasury, who is a thorough judge of the different qualities of silver, and I would leave it to him to decide the quality, and have the articles stamped if up to rupee quality.

The tester, however, should have the right, if he had any doubt about the quality, which the usual test did not satisfy, of drilling into the article or cutting into same with a file; but, before resorting to this extreme measure, reference should be made to the owner, who, if he refused permission for this extra test, should have the article returned, and of course unstamped.

(5) "What fees should be charged?" Six pies or half an anna per tola weight of the article submitted for stamping.

(6) "What distinguishing marks should be applied to the wares assayed?" I would propose a stamp resembling the pointed Star of the Star of India, and another stamp taking the first two letters of the town where the test was made, *Bo.*, *Ca.*, *Ma.*, *De.*, abbreviations for Bombay, Calcutta, Madras, Delhi, and so on. One letter might have sufficed, but there are several that commence with the same letter, hence the necessity for the double letter; besides A. Ahmedabad, B. Bombay, if put this way, might be mistaken for two different qualities, A quality, B. quality.

This idea of applying a stamp for quality would not in any way clash with native customs, as it is nearly universal in all large towns to have the gold or silver tested after it is made up by an authority who is recognised both by buyer and seller, and a small fee is willingly paid for this service, which fee in many cases goes ⅔rds to some charitable fund and the other ⅓rd is retained by the stamper.

In most Native States, it is a criminal offence (in Jeypore, the punishment is that of having the hand cut off) to make up or use other than silver considerably purer than the rupee.

Since the passing of Act 47-48 Vict., and the English Customs have applied section 4 of said Act to imports, a great impetus has been given to the export of silver plate from this country by private individuals in consequence of the old restrictions being removed.

The fact that the duty has also been taken off is not as yet thoroughly known, and so far has not had any appreciable effect on the export, as far as I can judge.

Section 4 of Act 47 and 48 Vict., Cap. 62, is as follows:—

> Articles of foreign plate which, in the opinion of the Commissioners of Customs, may be properly described as hand-chased, inlaid, bronzed or filigree work of oriental pattern, shall, subject to the payment of the proper duties of Customs, be exempted from assay in the United Kingdom.

For some little time now the Customs Authorities in England have put a liberal translation on the above section, and it has practically amounted to admitting Indian silver ware, when in any way chased or decorated, free from the Goldsmith's Hall Examination.

There are occasionally instances of doubtful origin, but in these cases the Customs Authorities notify the importer of this, and if he cannot satisfy them of its oriental character, he simply re-exports it under bond.

9.] Dated 4th December 1890.

From—MESSRS. ARDESHIR & BYRAMJEE, Bombay.
To—The Secretary, Bombay Chamber of Commerce.

We beg to forward Rao Saheb B. A. Gupte's opinion on the hall-mark questions. While we were working in London at the Colonial and Indian Exhibition, that gentleman was asked by Lord Northbrook to write for our firm a Note on the inconvenience felt by the Indian Trade on account of the duty which then existed, and we have obtained his opinion now under the conviction that it is likely to be useful and worthy of consideration.

We quite concur with him on the subject.

Note on the introduction of Hall-Mark in India by RAO SAHEB B. A. GUPTE.

For Messrs. Ardeshir & Byramjee, Bombay.

Hall-mark, if made obligatory in this country, will prove prejudicial to the interests of the Indian Silver Trade, as it will involve some expenditure and considerable delay.

The information as given by Mr. W. Carlton Wood, regarding the melting of the rupee is true only to a certain extent. The bulk of the work done by the Indian silversmith is, however, done on London silver,* called 17 penny and 17½ penny, mixed with 6¼ and 6½ tolas, respectively, of copper, or in an amalgam of 100 tolas of China dollars, American dollars with 125 tolas of 7½ penny London silver as well as in an amalgam of 232 tolas of French dollars, with 125 tolas of that metal.

*These amalgams are:

(A)	17 Penny English silver, tolas	100
	Copper, tolas	6¼
(B)	17½ Penny English silver, tolas	100
	Copper, tolas	6½
(C)	Chinese dollars, tolas	100
	17½ Penny silver, tolas	125
(D)	American dollars, tolas	100
	17½ Penny silver, tolas	125
(E)	French dollars, tolas	232
	17½ Penny silver, tolas	125

The metal used for the joints varies from 1 tola of silver to 1½ to 2 of copper.

The silver generally used in India for the European market is superior to that of the London hall-marked, as will be seen from the two samples selected in the Bombay market.

There already exists a voluntary hall-mark system in India, and the following silversmiths among others do follow :—

Ramji Bhagvan.	Luna Deoji.
Narrottam Bhau.	Narayan Shamji.
Laxuman Jalla.	Manji Keranji.
Luna Vira.	

The sale in Ramji's shop amounts to three to four lakhs a year, and in those of the others from ₹25,000 to two lakhs and a half. They mark their own articles, and when they are returned to them after use they pay their customers back the weight of the broken ornament or plate in British Indian coins. It will thus be seen that the most convenient and economical course would be to develop the native voluntary system of hall-marking to such an extent as to make it suit the requirements of the European customers.

10.] Dated 30th December 1890.

From—W. B. WISHART, Esq., Secretary to the Upper India Chamber of Commerce, Cawnpore,
To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I am directed to acknowledge receipt of copy of Government of India Resolution No. 5261, dated the 5th November 1890, and its accompaniments, on the subject of the repeal of the duty on, and the hall-marking of, Indian silver plate.

2. The Committee regret that as none of the Members of the Chamber are engaged in the silver-ware trade, they are unable to offer opinions in respect of the technical points on which expressions of their views have been called for.

3. With reference to the general bearing of the subject, they beg leave to state that they consider the silversmith industry of this country to be of sufficient importance to warrant the removal, as far as possible, of all obstructions in the way of a free admission of silver goods into the United Kingdom. Some conception may be had of the extent of the trade and of the number of individuals to whom it affords employment by reference to the last published Official Statistical Abstract relating to British India, which shows that there are no less than about 473,000 persons who earn their livelihood as "workers in gold, silver and precious stones."

4. As regards hall-marking in India, the Committee are of opinion that no system of Government assay, whether optional or compulsory, would be practicable. Not alone would it hamper the export trade, but it is also reasonable to anticipate that local trade would be detrimentally affected thereby, inasmuch as the great body of artificers in the precious metals are dispersed all over the country, for the most part in villages remote from centres where Assay offices could be conveniently located.

5. On the other hand, it appears that as long as Indian plate is subject to the embargo laid upon it by hall-marking in England, the repeal of the import duty must remain virtually a dead-letter; and that if the alternative of permitting free entry to goods bearing an Indian hall-mark were adopted, it would utterly fail to alleviate the existing state of affairs or to allow scope for improvement in the trade.

6. The only remedy lies, the Committee consider, in free importation being allowed to Indian silverware, with the sole proviso that all articles should be stamped with a distinctive mark denoting their origin; in fact, that they should be subject to the restrictions of the Merchandise Marks Act similarly to all other imported goods, and nothing further.

7. It would seem, however, from the Act of Parliament quoted in paragraph 12 of the Government Resolution under discussion, that the existing law, as set forth in Act 47 and 48 Vict., Cap. 62, actually exempts from assay in the United Kingdom all silver goods which may be properly described as "hand-chased, inland, bronzed, or filigree work of oriental pattern." It is well known that the great bulk of Indian silverware answers to this description; but the Committee understand that such wares are not, on this account, exempted by the British Customs officials. I am, therefore, to respectfully suggest, with reference to the remarks made in the paragraph of Resolution referred to, that, before taking action in the matter of hall-marking in India, it should be ascertained whether, and

in what degree, the terms of the Statute above quoted apply to Indian silverwork, *i.e.*, goods produced by manual labour without the aid of machinery.

11.] Dated 21st January 1891.

From—S. R. TURNBULL, Esq., Chairman, Madras Chamber of Commerce,
To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I have the honour to acknowledge the receipt of the Resolution of the Government of India, Finance and Commerce Department, under date Simla, the 5th November 1890, in which the Chamber is invited to reply to the six questions enumerated in the fifth paragraph.

In reply I am desired to state that the Chamber is glad to observe that the Secretary of State, in his letter of the 15th May last, to the Governor General in Council, suggests that if a hall-mark is established for India, it might be permissive, and not obligatory. It seems to the Chamber desirable that the assay should be optional. As to the standard or standards of fineness, the Chamber considers that rupee silver should be adopted. If Assay offices are established, their location at the capital of each Presidency, and perhaps at Karachi, would, the Chamber thinks, be desirable.

It is observed that the Government suggest that these offices might be confined to the two Mints at Calcutta and Bombay; but the Chamber would represent that silverware is largely produced in the Presidency of Madras, and that great inconvenience would be experienced by the manufacturers at Madras, Trichinopoly, and elsewhere, if they had to send it at their own risk to Calcutta or Bombay for assay. The touchstone process will probably be the best test to be adopted. As for the fees to be charged and the distinguishing marks to be applied to the wares assayed, the Chamber is unable, for want of practical experience, to offer a useful opinion.

12.] Dated London, 12th December 1890.

From—EDWARD J. WATHERSTON, Esq.,
To—The MARQUESS OF LANSDOWNE, G.C.M.G.

Hall-marking.

My attention has been directed to the action now being taken by the Government of India upon this subject, and I venture with much respect to express an earnest hope that the Government of India will make a vigorous protest against the principle of "compulsion" as applied to the marking of Indian plates and in favour of a voluntary system of marking by means of "the touch" which would permit finished goods to be marked here without the smallest injury to work, however elaborate. Some time ago I tested the respective systems of France and England in the case of two cups, the property of Messrs. Orr of Madras. One was sent to Goldsmiths' Hall, the other to Paris. The former was returned to me scraped and injured beyond hope of recovery; the other was returned with the bloom upon it, as it left my possession and I failed to see how it had been tested. Had I sent cup to Vienna, it would have been marked as well: there the system of the "touch" prevails.

It is not too much to say that our system with regard to finished goods is simply barbarous. Of course its origin was in the interests of protection, and protectionists support the principle now.

It is right that Your Lordship should know that the policy of the Board of Trade, as reflected by Sir Thomas Farrer and Dr. Giffen before the Select Commitee of 1878 79, was, and there is reason to belive still is, a thorough free trade policy.

I am still at work in the direction of freedom, as will be seen by papers sent by same post, and in the coming session of Parliament Mr. Bradlaugh will press the subject upon the Government in his place in Parliament. I am very hopeful as to result.

All I hope is that the Government of India will help us by insisting upon the free entry of Indian plate into the United Kingdom, as now permitted under the Revenue Act of 1884, with a facility for those goods, if of ·925, to be marked by "the touch" at the option of importer.

As at present advised, the Association which I represent is much against the introduction of a separate standard for India, *i.e.*, ·916. It must be recollected that although the rupee is ·916, solder would reduce the quality, and thus difficulties would arise day by day if ·916 were adopted.

There should be a good margin, ·900 for example. But if goods were stamped "Rupee Silver," or, in the case of goods known to be ·925 full, "sterling 925-1,000ths," no hall-mark would be necessary.

The danger which I see before us, and which I earnestly wish to counteract, is that if our Government proceed to legislate in manner indicated by Mr. Goschen, good-bye to any near prospect of the abolition of "compulsory" hall-marking in this country.

For reasons which Your Lordship will see in papers sent, I should regard this as a catastrophe! I hold it to be absolutely essential to (*a*) abolish compulsion, and (*b*) to

adopt the system of "the touch" for finished goods. There are other reforms which I need not allude to, as they would be uninteresting to India.

In haste to catch this mail.

Reasons in favour of abolishing the principle of "compulsion," as applied to the Hall-marking of certain Gold and Silver Wares. [*Received with the preceding letter.*]

1. It is a recognised fact that hall-marking, one of the most ancient institutions of this country, is a good one, and there is not the slightest proposal for abolishing it. On the contrary, it is held to be certain that the proposed reform will strengthen the position of hall-marking, in the case of our home trade.

2. The following fact establishes this proposition. It is but little known that hall-marking now, under prevailing legislation, is partly a "voluntary" and partly a "compulsory" institution. By law, everything manufactured must be of British standards (of gold there are five, of silver there are two), and must be hall-marked, if not especially mentioned in lists of exemptions 12 Geo. II., c. 26, and 30 Geo. III., c. 31. As a result, practically, jewellery is exempted; plate is liable; wedding rings are liable. By a recent decision of the late Mr. Justice Manisty, in case "Buckley *v.* Alexander," tried last year in Birmingham, all plain gold rings are liable.

3. These lists of exemptions, as may be imagined from their dates, are vexatious in the greatest degree. Every novelty is liable. Enterprise, therefore, is checked accordingly.

4. The fine for non-compliance with the law is £50 for every article.

5. But,—such is the respect on the part of the public for the hall-mark,—during the last ten years, 4,750,000 ounces of gold and silver wares have been marked under a voluntary system, and 6,600,000 under compulsory system.

6. It is argued, therefore, that if, only under the simple law of supply and demand, 4,750,000 ounces have been marked, it is quite certain that the public will still continue to demand, and to get, a hall-mark, in the case of 6,600,000 ounces, if they too be under a "voluntary" system of marking.

7. It is a fact, beyond the possibility of contradiction, that un-hall-marked plate is unsaleable in this country. It is manifest, therefore, that, if the law of "compulsion" were abolished, none would be made or imported. This gets rid at once of the fallacy that "the trade would be inundated with rubbish;" rubbish could not be marked; none, therefore, would be made or imported. Indian plate will sell, as it does now, on its artistic merits, without reference to exact intrinsic value.

8. The argument for abolishing the principle of "compulsion" is unanswerable; it absolutely prohibits the exportation of British-made plate to any countries, unless they are prepared to accept our British standard and our hall-mark.

9. But, foreign (Continental) countries want neither our standard nor our hall-mark. As shown by Parliamentary paper, No. 59, "Foreign Countries (Gold and Silver marking,)" the standards of all Continental countries differ from ours, and, for the most part, theirs from each other, and nearly all have strict systems of marking, based, of course, upon their own standard or standards.

10. Therefore, as a result, our customers are limited. We do no trade with the Continent. Our only wholesale customers are India, Australia, the Cape, and South America, and our total exports to all countries never exceed about 100,000 ounces per annum—a mere bagatelle.

11. But even with our own colony, Canada, we do no business. Canada used to be a good customer. Shop-keepers prefer our standard, ·925, but they will not have our hall-mark at any price, because years ago, when they did have it, it was forged by American manufacturers, and applied to wares of inferior quality, and thus it became a by-word and reproach. Canadians now buy in America, and insist upon the mark, "Sterling 925-1,000ths," which is easily protected in police or county court.

12. Directly we can mark as desired by Canada, this trade is at once recoverable, seeing that we can easily compete with American manufacturers; our rate of wages being, say, 40*s.* to 45*s.* per week, against 20 to 22 dollars in America.

13. The only result, therefore, of reform will be to open the export door, now closed, to British enterprise.

14. The injustice of the present condition of the law is manifest, and can be seen at once upon reference to the Parliamentary paper, "Foreign Countries (Gold and Silver marking)."

15. The import door of this country is wide open to foreign manufacturers, if they make wares of our British standard, and like to avail themselves of our hall-marking facilities. They do so avail themselves.

16. The import door is also (by the Revenue Act, 1884) wide open to foreigners, upon a "voluntary" system of hall-marking, for plate of "Oriental" design:—Clause 4. "Articles of foreign plate, which, in the opinion of the Commissioners of Customs, may be properly described as hand-chased, inlaid, bronzed or filigree work of oriental pattern, shall be exempted from assay in the United Kingdom." If it be of standard ·925, it can be sent for assay; if doubtful, it can be offered for sale as it is.

17. If sent to Hall, and it be found to be below standard, it is not smashed, but is returned to importer. If British-made plate be sent to Hall, and it be found to be wrong, it *is* smashed. If one hundred pieces be sent, and if, by accident or malice on part of a workman, one piece be wrong, the whole hundred or more are smashed.

18. But, in the case of foreigners, although they have strict systems of standards and marking for their own countries, manufacturers may make whatever they like for exportation.

19. So the British position is this:—Imports are permitted: exports are prohibited, excepting under such conditions as render trade absolutely impossible.

20. The trades in the precious metals are now governed by forty-two unrepealed Acts of Parliament: Mr. Goschen proposes, this year, to add a forty-third. The Acts all of course, "bristle" with pains and penalties.

21. Mr. Goschen proposes to give Indian manufacturers a new standard. Rupee silver ·916. It might seem to be easy and politic to adopt this proposal; on the contrary, it would be difficult and most impolitic. Native workmen, it is true, work upon rupee silver; but they use "solder" in many degrees; some more, some less; so that to fix a standard would be most inexpedient. If Mr. Goschen's proposal were understood in India, it would be unanimously condemned.

22. It would also be impolitic, from a British standpoint, to extend the privilege of hall-marking to a quality lower than the British standard, ·925.

13.] Dated 12th February 1891.

From—G. HICKIE, Esq., Secretary to the Calcutta Trades Association,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I am directed by the Committee of the Trades Association to acknowledge receipt of the Resolution of the Government of India in the Finance and Commerce Department, No. 5261, dated 5th November 1890, in which it is stated that Her Majesty's Government have repealed the duty on the importation of gold and silver plate into the United Kingdom, but have not complied with the proposal for the abolition of compulsory hall-marking. That Government have, however, it is added, proposed to legislate for the introduction of a system of Indian hall-marking under the authority of the Government of India, by which silverware bearing the Indian hall-mark should be admitted into the United Kingdom without being subjected to the British hall-mark regulations.

2. In connection with the above proposal, the Government of India request to be furnished with information on several points, and I have now the honour to place before you the conclusions which the Committee of the Association have arrived at in the matter.

3. In the first place, the Committee submit that it is greatly to be regretted that the full measure of relief for the Indian silverware trade, for which the Government of India and the various public bodies in this country have so earnestly sought, has not been granted. While the abolition of the duty only is doubtless calculated to lessen, to some extent, the disabilities under which the Indian manufacturer of silver goods has hitherto laboured in connection with the exportation of his goods to the United Kingdom, yet it must be held that the concession made is, at the best, of a very limited and partial nature, and that the matter has not been dealt with in the liberal spirit and with the thoroughness its importance required.

4. In regard to the introduction of a system of hall-marking in India, the Committee feel no hesitation in stating that the proposed measure would be both undesirable and inexpedient as being unsuited to the circumstances of the trade in this country, and to the conditions and means of the several classes of artificers engaged in it. The Committee are also of opinion that the adoption of the proposed system would be rather detrimental than otherwise to the trade, for the expense and trouble to which the manufacturer would be subjected would be considerable, and he would not unnaturally be led to regard the expense as a new form of taxation. The details which must attach to the working of the system, the distances to which goods would have to be sent to be hall-marked, the delays of transit, the locking up for the time being of the small capital of the artificers, and the enhancement of the cost of his goods, form a body of circumstances which must be held to be strongly unfavourable to the introduction of the proposed system.

5. The Committee are not unmindful of the fact that, on introduction, the system in question is proposed to be made voluntary and not compulsory. Nevertheless, it must be seen that if it be established at all, it must, in connection with the export trade, be recognized as a test of value, and that in such a case it must needs also affect to a material extent the interests of the manufacturer in the event of his not availing himself of the hall-mark for his goods.

6. In regard to the points submitted for consideration, I am directed to state :—

(1) That if a system of hall-marking be introduced into India, the Committee are strongly of opinion that it should not be compulsory.

(2) That as to the standard of fineness which should be adopted, the Committee would advocate the adoption of the rupee standard as being, in their opinion, the only one understood and acted up to by native artificers. The question of the difference between the English standard of fineness and the Indian rupee standard occupies a prominent place in the correspondence on the subject of the English plate duties; but it is admitted that the difference of the rupee standard as compared with the English standard is very slight, and the Committee submit that no substantial injustice would be done to the English buyer or manufacturer by the admission into the English market of goods of the former standard. It would, indeed, be difficult to lay down any other standard without causing considerable inconvenience to manufacturers in India.

(3) That for the present, and until more experience has been acquired, the Assay offices should be located in the two Mints which, from their situation at the principal ports of exportation, would be the most convenient for Government and the trade. There might also be an additional office at Madras for silver manufactured in the southern Presidency. It is, however, very doubtful whether three offices will be sufficient for the whole of India, and the multiplication of such establishments must necessarily be attended with a large expenditure, the burden of which must eventually fall on the manufacturer.

(4) That in regard to the process for assay, the Committee are in favour of the "scrape" as being the least objectionable process which is in any way reliable.

(5) & (6) That as to the fees which should be charged, the Committee are unable at this stage of the question to suggest any particular scale of fees. The Mint and Assay Masters might, as proposed in the Resolution, be asked to deal tentatively with this matter, and with that of the affixing of distinguishing marks on the wares assayed.

7. On the points on which information is particularly asked, the Committee would respectfully submit, in regard to clause "a" of paragraph 11 of the Resolution, that trade with England, if hampered with a system of hall-marking, is likely to be so limited as to render the system practically inoperative : its introduction, therefore, would not be justifiable.

8. In regard to clause "b" of the above-quoted paragraph, the Committee have been unable to find any appreciable improvement in the manufacture of silverware intended for transmission to England, but the repeal of the duty can scarcely be said to be widely known yet, and there is still the uncertainty attending the necessity of hall-marking.

9. The terms of section 4 of Act 47 and 48 Vict., Cap. 62, do not seem to be generally known; but if they cover, as the Governor General in Council surmises, "most descriptions of silverware exported to England," the Committee are of opinion that now the duty is abolished the section, if made more widely known, is calculated to give the relief required.

10. In conclusion, the Committee fully endorse the declaration of the Government in the Resolution under notice, that a system of assay is "not desired by the trade in India, or by the purchasers of Indian gold and silverware, and that it would necessarily operate unequally and unfairly in a country of long distances, costly transit, and wide distribution of manufacture;" and they desire to add that the successful working of the system appears to them to be almost impracticable.

14.] No. 292, dated 28th February 1891.

From—S. E. J. CLARKE, Esq., Secretary to the Bengal Chamber of Commerce.

To— The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

The Committee of the Chamber of Commerce have had under consideration the question of the hall-marking in India of silver plate, dealt with in the Resolution of the Government of India, Finance and Commerce Department, No. 5261, dated 5th November 1890.

The Committee agreed with the conclusion expressed in paragraph 4 of the Resolution that it is not possible to adopt any system in this country of compulsory assay or hall-marking; at the same time they are of opinion that, when experience should have made Native silversmiths acquainted with the advantages of a system of hall-marking, such a system would prove beneficial to the trade in Indian silver work. They, therefore, think that it should be introduced but should be optional, and that no assay should be required for articles which under the English law do not require to be marked. The principle being admitted, details would have to be worked out as requirements might demand. On

the points to which attention is drawn in paragraph 5 of the Resolution, the Committee would reply as follows:—

(1) The assay should be optional.

(2) India has already a standard of fineness for silver which is practically the standard adopted for the best silver work in all the Provinces.

The Committee think that, that standard being that of the rupee, should be maintained, a matter of general convenience and acceptation.

(3) It would be inconvenient for traders in Sindh, Madras, and Burma if Assay offices were located at the two Mints only.

The Committee are of opinion that the points for assay should be Calcutta, Bombay, Madras, Karachi, and Rangoon.

(4) This question might be left to the Mint Masters of Calcutta and Bombay.

(5) & (6) The question of fees and of the mark to be applied to wares assayed might also be determined by the Mint Masters.

As regards the latter, the simpler the mark used the better.

15.] Dated Bangalore, the 6th February 1891.

From—MESSRS. ORR AND BARTON,

To—The Secretary to the Chief Commissioner of Coorg.

Your No. 1927—23290, dated 15th December 1890. We have carefully considered the questions in the Government of India Resolution of 5th November 1890, respecting a system of hall-marking for India-made silver plate, and we beg to submit that, in our opinion, honest traders would not find their interests served were the assaying process established in *this* country. But, recognizing the need for some guarantee of the quality of silver goods made in India for export to the United Kingdom, we would suggest that all such goods be subjected to assay at home, by the "touch" test, and that the standard of fineness be the rupee.

By adopting the "touch" trial there would be no possible damage to the articles treated which might then be readily saleable as imported.

16.] Dated Madras, the 4th March 1891.

From—MESSRS. FRAMJEE PESTONJEE BHUMGARA,

To—The Secretary to the Chief Commissioner of Coorg.

With reference to your favour of the 2nd instant, I beg to inform you, and my candid opinion in favour of, regarding the proposed establishment by the Government of India, Financial Department, of the system of hall-marking introduced in India, it would be beneficial to the traders as well as customers, and they will be thankful to the Government if this scheme is passed. I did not reply you earlier, because I had already communicated my opinion to the Commissioner of the Financial Department of Madras a few days ago.

17.] No. 807, dated 14th April 1891.

From—H. C. FANSHAWE, Esq., Offg. Chief Secy. to the Govt. of the Punjab.

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

I am directed by the Lieutenant-Governor to reply as follows to the Resolution of the Government of India, in the Department of Finance and Commerce, No. 5261, dated the 5th November 1890, on the subject of a proposed system of assay and hall-marking of Indian silverware.

2. The manufacture of silverware in the Punjab is mostly confined to the jewellery and other articles worn or used by the people of the country. Little, if any, of it is exported in trade with the United Kingdom, and it may be said that the questions discussed in the Resolution above quoted have no practical significance in the province. The opinions of manufacturers and dealers residing at the places where such jewellery is principally manufactured in the province were invited, but none of value has been received, and the subject is not one on which much official opinion is forthcoming.

18.] Dated 21st February 1891.

From— PRIYARI LAL, late Tehsildar and Honorary Extra Assistant Commissioner, Delhi,

To— The Deputy Commissioner, Delhi.

In compliance with your order I sent for a few dealers in silver articles, and asked them if articles of silverware were sent to England for sale, and I have come to know that no trade of silverware is carried on between this city and England, either direct or through Presidency towns, nor are silver plates, etc., made here for sale or for trade.

The travellers only purchase silver articles made at Lucknow or Kashmir from here, but no such articles are made here even for the sale to travellers and gentlemen visiting this city, nor are they generally exposed for sale.

As the manufacture of silver plates, etc., is not carried on in this city, the traders could not reply the other points noted in the papers circulated for opinion.

19.] Dated 25th February 1891.

From—Sri Krishen Dass, Banker of Delhi.

To—Rai Bahadar Ramkishen Dass Sahib.

Having assembled some of the leading traders of this town in silver plate, and making enquiries respecting the matter referred to, I am told that no such trade is carried on between Delhi and England; that the remission of duty has not stimulated the production of silver plate, and that there is prospect of its increase for the future. Enclosures received with your favour of the 22nd are returned herewith.

20.] Dated 21st January 1891.

From—Messrs. E. Gillon & Co., Lahore.

To—The Deputy Commissioner, Lahore.

We beg to return the accompanying papers on the subject of the proposed compulsory assay of Indian silver plate on which our opinion has been invited.

We concur with Mr. W. Carlton Wood in his letter, dated 29th April last, to the Secretary of State for India.

We note that articles of foreign plate (including Indian, we presume) which in the opinion of Commissioner of Customs, may be properly described as hand-chased, inlaid bronzed or filigree work of oriental patterns, are exempted from assay in the United Kingdom. We believe that this is not generally known by the native silversmiths in India, and we do not think that there is much silverware exported to the United Kingdom which does not come within the foregoing descriptions.

21.] Dated 6th February 1891.

From—Mr. Max Minck, Lahore,

To—The Deputy Commissioner, Lahore.

With reference to the proposed compulsory assay of Indian silver plate, I would offer my opinion no this subject to the effect that, by introducing an Indian hall-mark on all gold and silver articles sold by European and Native jewellers, a great boon would be conferred on the public in general, as all risks of the sale of spurious goods, under the pretence of their being genuine, would be abolished.

I, as an old Indian trader, beg to state, from my own personal experience, that such counterfeit transactions are carried on in India in great many cases, for the simple reason that traders are not compelled to have a Government stamp put on their goods before they are offered for sale.

Regarding export goods manufactured in the Punjab, there is very little of it leaves India for England.

22.] No. 156, dated 26th February 1891.

From—Secretary, Municipal Committee, Amritsar,

To—The Deputy Commissioner, Amritsar.

In reply to your endorsement No. 3, dated 5th January last, forwarding, for enquiry and report, Commissioner's Circular No. 222, dated 18th December last, and printed enclosures, relating to assay and hall-marking of silver plate of Indian manufacture, I have the honour inform you that the opinion of the members of the Municipal Committee acquainted with the subject is that—

(i) there should be an optional assay;
(ii) that the standard should be what is technically known as ·916 or rupee silver;
(iii) that for facility of marking there should be an Assay office in each province;
(iv) the process for assay should be the "touchstone."

2. On points 5 and 6 of paragraph 5 of Government of India's Resolution No. 5261, no opinion is offered.

3. I annex copy of a reply to a letter addressed by me to the firm of Devi Sahai, Chumba Mull, who do a considerable amount of trade in silver plate. My reply has been delayed by the late receipt of their letter.

23.] No. 281, dated 23rdFebruary 1891.

From—Messrs. Devi Sahai, Chumba Mull,

To—The Secretary, Municipal Committee, Amritsar.

In reply to your letter No. 30, dated 10th January 1891, we beg to state that we consider that—

(1) there should be an assay of silver plates made in India and exported to England for sale, and that the assay should be optional;

(2) that there should be one Assay office in each province;
(3) that the standard of fineness to be adopted should be rupee standard; and
(4) the process of assay we would suggest is the "touchstone."

24.] No. 204-11 C., dated 11th April 1891.

From—C. G. Bayne, Esq., Secretary to the Chief Commissioner, Burma,

To—The Secretary to the Government of India, Finance and Commerce Department.

With reference to Finance and Commerce Department Resolution No. 5261, dated the 5th November 1890, concerning the hall-marking of Indian silver, I am directed to submit the following remarks. As directed in paragraph 13 of the Resolution, endeavours were made to ascertain the views on the subject of silver workers in Rangoon and Mandalay. The leading silversmiths in Rangoon were questioned and were found to be unanimously opposed to hall-marking. They represented that their business is confined to the manufacture of articles ordered locally, that they export nothing for sale, and that their trade would be in no way improved by the introduction of hall-marking. The principal silversmiths of Mandalay also were invited to express an opinion, but declined to do so on the ground that their trade is of a purely local character. They are reported to take absolutely no interest in the matter. Rangoon and Mandalay are the head-quarters of the silversmiths' trade in Burma, and the views of silversmiths in the rest of the province are doubtless the same as those of their fellow-craftsmen in the two principal towns. Under these circumstances it is not possible for the Chief Commissioner to submit any statement of the views of Burma silversmiths on the specific questions asked in paragraph 5 of the Resolution.

2. I am to submit the following observations on the questions asked in paragraph 5:—

(*a*) If an assay is introduced it must, so far as Burma is concerned, be optional. A compulsory system would operate most harshly in Burma, where silversmiths are found in all parts of the province. A law requiring articles to be brought for assay to distant centres would cripple, if not kill, the trade outside the centres in which Assay offices were established, and would cause great hardship and discontent.

(*b*) Any standard which may be fixed should, in the Chief Commissioner's opinion, be one which would include silver-ware of average quality as at present manufactured by ordinary silversmiths. A high standard which included none but first class work would be open to the objection that it might cause excessive disturbance to the trade. Silver smiths in Burma, as elsewhere, obtain the raw material of their trade, as a general rule, by melting down rupees. Any standard which may be fixed should, in the Chief Commissioner's opinion, be based on the rupee standard, but should be slightly lower than that standard, in order to allow for solder and for the dirt which clings to rupees.

(*c*) The only point for consideration, so far as Burma is concerned, under this head is whether there should be an Assay office in Rangoon or not. As all expenditure must be met from fees, an Assay office could not be established in Rangoon because the fees would not cover the expenditure. In view of the distaste with which the silversmiths of Rangoon and Mandalay regard the proposal to introduce hall-marking, it is certain that few articles would be brought to an Assay office in Rangoon and, consequently that the sum obtained from fees would be small.

(*d*) The Chief Commissioner considers that the process of the touchstone is the process of assay which should be adopted in India. The other processes mentioned in paragraph 8 appear, for the reasons stated there, to be unsuitable.

(*e*) & (*f*) The Chief Commissioner has no remarks to offer on the 5th and 6th questions asked in paragraph 5 of the Resolution.

3. With reference to the question asked in paragraph 11 of the Resolution, I am to observe that the prospect of the introduction of silverware into England without undergoing a destructive assay would have no effect on the Burma silver industry, because at present there is no trade in silverware between Burma and England. It is believed that the statements of the Rangoon and Mandalay silversmiths, which are given in the first paragraph of this letter, are fairly correct. So far as can be ascertained, silversmiths in Burma invariably work to the order either of their own countrymen or of foreign residents, and any Burmese silverware which leaves the country is taken out of it by private persons for their own use Consequently the system of hall-marking in England has no effect on the Burma silver trade. Before the abolition of the silver duty there was no trade between Burma and England, and there is none now.

4. So far as Burma is concerned, the question asked in paragraph 12 of the Resolution cannot be answered. As there is no trade in silverware between Burma and England, no occasion has arisen for the application of the statute quoted. If a trade between Burma and England ever sprang up the section quoted would, it is believed, exempt almost all

Burmese silver-ware from assay. I am to enclose a copy of a memorandum* of Burmese arts and crafts which was drawn up in 1883, from which it will be seen that Burmese silverware is ordinarily hand-chased.

25.] No. 396, dated 4th May 1891.

From—C. A. GALTON, Esq., M.A., C.S., Secretary to the Government of Madras,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

G. O. dated 4th May 1891, No. 395.

I am directed to forward the marginally noted proceedings of this Government, embodying a report from the Board of Revenue on the various points referred to in the Government of India Resolution, dated 5th November 1890, No. 5261 $\frac{\text{Stats. and Com.}}{\text{Stats.}}$, and to add that His Excellency the Governor in Council entirely concurs in the remarks and recommendations made by the Board.

26.] No. 2819G., dated 18th December 1890.

From—W. P. AUSTIN, Esq., Acting Collector of Sea Customs, Madras,

To—The Acting Secretary to the Commissioner of Salt, Abkari, and Separate Revenue, Madras.

Resolution of the Government of India, No. 5261, dated 5th ultimo, Finance and Commerce Department, and enclosures.

In returning the marginally noted papers received with Board's Proceedings No. 3457, Mis. (Separate Revenue), dated 21st ultimo, I have the honour to report as follows :—

2. The papers open up two questions—

First.—Whether, since the repeal of duty on silver plate, the effect on the trade has been directly to increase the supply to England of articles intended for sale.

Secondly.—Whether the transmission by private parties, or the imports into England as private effects of articles not intended for sale, and therefore not requiring to be assayed, has to that extent benefited the trade indirectly so as to call for special legislation and the establishment of new offices involving expenditure, which can only be met from fees.

3. As regards the first, Customs statistics go to show that during the past three years there has been no substantial increase in the export of silver plate from this port to the United Kingdom, and the figures quoted in the margin do not disclose any tendency to a development of the trade since the abolition of duty. Of the exports in 1889-90, there appears to have been only one consignment valued at R6,500 belonging to Messrs. P. Orr & Sons, which presumably was intended for the English markets. The others were of trifling value, and were probably private packages.

	R
For 1887-88 . . .	10,820
1888-89 . . .	200
1889-90 . . .	10,650
1890-91 . . .	

4. I can form no estimate of the value of articles transmitted by private persons, or imported into England as private effects, and, with a view to ascertaining the extent to which the post had been availed of for the transmission of private parcels, containing valuables, to England, I addressed the Postmaster General, who, in reply, informs me his inability to supply me with the information, as declarations, giving particulars of contents presented by senders with foreign parcels, are forwarded to the officer of Exchange at Bombay, which sends them on to their destination with the parcels.

5. Passengers' baggage is not subject to examination, and I do not suppose that the abolition of duty on plate has made any appreciable difference on the supply so as to affect the trade indirectly.

6. As far as my knowledge of the Presidency goes, the Indian silversmith is, even at the best manufacturing centres of the petty trader class, lacking both the capital and enterprise to send his wares (which, as a rule, he only makes to order) to a market in England. Any system of hall-marking which may be introduced would therefore be for the special benefit of a few European and Parsee firms in Madras; and if the fees realized from them to maintain an establishment are prohibitive, which they must necessarily be with the small demand there can be for Indian plate in England with the existing system of exemption from hall-marking of wares imported into the United Kingdom for private use and not for sale, I am inclined to think that one Assay office in Bombay should suffice, the exporter wishing to place his wares in the English market having the option of assaying and hall-marking there, or in England, as suits him best.

27.] No. 442 G., dated 25th February 1891.

From—W. P. AUSTIN, Esq., Acting Collector of Sea Customs, Madras,

To—The Secretary to the Commissioner of Salt, Abkari, and Separate Revenue, Madras.

In reply to the Board's reference on G. R. No. 11337, dated 9th instant, I have the honour to annex in the margin figures showing the exports of silver plate during the current official year up to 31st January, the whole of which would appear from

1890-91, up to 31st December 1891, R4,000.

* Not printed with these papers.

the addresses recorded in the shipping bills, to have been private property not and merchandize; and to observe that, of the exports during 1889-90—figures for which have already been furnished—a single shipment of R6,500 worth of plate appears to have been made about the end of March by Messrs. P. Orr & Sons, probably with a view to its arriving in England after the repeal of the duties.

2. No definite reasons can be urged for the entire absence of exports in 1888-89, but it may have been due to an overstocked market.

No. 28.] *Extract from the Proceedings of the Board of Revenue, Madras, No. 877 (Misc.), dated the 21st March 1891.*

RESOLUTION.—The Board has the honour to submit the report called for in G. O. dated 18th November 1890, No. 7070, regarding the hall-marking of Indian silverware in India.

2. With reference to the points noted in paragraph 5 of the Government of India Resolution of 5th November 1890, No. 5261 (Finance and Commerce Department), the Board entirely agrees with the Government of India that any assay to be introduced in this country should be optional, and that the method adopted should be that of the touchstone.

3. The standard of fineness to be adopted should be somewhat below that of the rupee, as the Indian workman almost invariably uses rupee silver, and allowance has to be made for solder and for the dirt adhering to the coins melted down. The rupee standard being ·916, the assay standard might be ·900. This standard is, the Board believes, that adopted by most of the countries in continental Europe, while some of them, *e.g.*, France and Spain, have a standard considerably lower.

4. Assuming that the assay is to be optional, and that the touchstone process which does not involve the return of the goods for finishing after marking is adopted, the Board consider that it will be sufficient to establish Assay offices at the two Mints of Calcutta and Bombay. The export of silver plate from India for trade purposes is mainly confined to the Presidency towns, and it would be no hardship to Madras exporters, wishing to get their goods hall-marked, to send them *viâ* Bombay. The fees which would have to be charged to maintain an independent Assay office at Madras or elsewhere would probably be prohibitive, while those in connection with Mints could be worked much more economically. As regards the amount of fees to be charged, that must be left to the Mint and Assay Masters, who can alone judge of the cost of the extra establishments which will be required to report on. The fees should of course be limited to the recovery of such cost, and the rates must necessarily be tentative.

5. The distinguishing mark to be applied to silverwares assayed in India is a matter for experts to determine; some distinctly oriental emblem, such as the lotus on the elephant, would be preferable.

6. With reference to paragraph 11 (*a*) of the Government of India Resolution, the Board is not very sanguine that the establishment of an assay in India, in lieu of the hall-marking now required in England, will cause any large expansion in the export of silverware to the latter country. But it seems advisable to try the experiment. It will remove a grievance of which the Indian exporters at present complain, and if purely optional and worked on the lines suggested by the Government of India, it can do no harm.

7. With reference to the question asked in paragraph 11 (*b*) of the Resolution, it will be seen from the letters of the Collector of Sea Customs read above, that the statistics available are not such as to furnish any satisfactory answer. The Board thinks that the repeal of the plate duties is still too recent to enable a valid judgment to be formed of its effects, but it will no doubt give a certain stimulus to export, more specially on the part of private persons sending home articles not intended for sale. It must be remembered, however, that to such persons the silver duty would, as a rule, probably not be of much account, because the individual values are, as a rule, comparatively small.

8. In regard to paragraph 12 of the Government of India Resolution, the Board understands from enquiries made that the exemption allowed by section 4 of 47 and 48 Vict., Cap. 62, does not grant the substantial relief that it appears to do, since most of the articles exported contained portions which are *not* hand-chased, etc., and in such cases the exemption is held not to apply. It must also be remembered that buyers in England attach much importance to the hall-mark as a guarantee of quality, and that articles unmarked, owing to the operation of this section, would probably not unfrequently be looked on with suspicion.

No. 395, dated 4th May 1891.

Order on the above by the Government of Madras.

Ordered to be forwarded to the Government of India.

29.] No. 556 G., dated 13th April 1891.

From—T. CHICHELE PLOWDEN, Esq., Commissioner, Hyderabad Assigned Districts,
To—The Secretary for Berar to the Resident at Hyderabad.

With reference to the Government of India Resolution No. 5261, dated the 5th November 1890, forwarded to me for opinion under your endorsement No. 3998, dated 11th December last, I have the honour to submit copy of the letters cited in the margin from the Deputy Commissioners, whom I have consulted on the matter.

No. 291, dated 2nd February 1891, from Deputy Commissioner, Wun.
No. 400, dated 7th February 1891, from Deputy Commissioner, Buldana.
No. 370, dated 14th February 1891, from Deputy Commissioner, Akola, with enclosures.
No. 541, dated 15th February 1891, from Deputy Commissioner, Basim.
No. 168, dated 10th March 1891, from Deputy Commissioner, Ellichpur.
No. 1836, dated 26th March 1891, from Deputy Commissioner, Amraoti.

2. No silverware other than of the most ordinary description is manufactured in the Hyderabad Assigned Districts, and the interests of the Province will not be affected one way or the other by the adoption of a system of Indian hall-marking for Indian silver plate intended for export and sale.

3. I should think that the assay should certainly be optional and not compulsory; that the method should be that of the touchstone; and that, so far as this part of India is concerned, it will be quite sufficient to have an office of Assay at Bombay.

30.] No. 291, dated 2nd February 1891.

From—A. ELLIOTT, Esq., Deputy Commissioner, Wun.
To—The Commissioner, Hyderabad Assigned Districts.

In reply to your endorsement No. 8098, dated 22nd December 1890, I have the honour to report that there is no exportation of Indian artware in the precious metals to England from this district.

2. There are no dealers, traders, or collectors in this district who purchase articles of Indian artware in the precious metals for transmission to England for sale, and none of the sonars, gold and silversmiths, consulted had ever heard of English assay and hall-marking, and state that their business is unaffected by its existence, and would be unaffected by its abolition. The questions put in paragraph 11 (*a*), (*b*) of Government of India Resolution No. 5261, dated 5th November 1890, in the Finance and Commerce Department, may, therefore, as far as this Department is concerned, be answered in the negative.

31.] No. 400, dated 7th February 1891.

From—COLONEL H. C. A. SZCZEPANSKI, Deputy Commissioner, Buldana,
To—The Commissioner, Hyderabad Assigned Districts.

With reference to your office No. 8055, dated 22nd December 1890, asking for opinion, after consulting such officials and non-officials as may think fit, and the subject dealt with in the Government Resolution No. 5261, dated 5th November 1890, I have the honour to state that I asked Mr. Harbanji, Officiating Assistant Commissioner, for his opinion, which I herewith forward. As there is no trade in silverware to England from this district, I am unable to submit the opinion of any person who is concerned in the matter, and whose opinion therefore might be expected to be of value.

2. Personally, I admit that I know nothing about the subject, so, not pretending to speak from knowledge, but as a mere matter of opinion, I think it would be quite impossible to make the assay of silver plate compulsory. It would smother what trade at present exists, which, instead, requires encouragement. With assay available, but optional, the increased value of assay-marked articles would make itself felt; and if assay was available in the centres where this kind of ware is produced, no doubt assay-marking would gradually become general.

3. I can give no opinion as to what standard of fineness should be adopted.

4. As above stated, Assay offices should be located in the centres where silver plate-ware is produced, otherwise I doubt if any of the up-country work would ever be submitted for assay by the producers. The touchstone process is clearly the one best adapted to the circumstances in India; a variation of one per cent. would not form a practical objection to this process.

5. I am unable to give any opinion as to what fees should be charged or what marks should be applied; but on the latter point, perhaps, the same kind of mark might be issued in India as is used in England, substituting a tiger's head for the lion's.

32.] No. 7330, dated 14th February 1891.

From—The Deputy Commissioner, Akola,
To—The Commissioner, Hyderabad Assigned Districts.

In reply to your No. 8064, dated 22nd December 1890, regarding the hall-marking of silver plate, I have the honour to forward the opinion given by Rao Sahib Deorao Vinayek,

Pleader, and Mr. Ganesh Bapuji, Tehsildar of Akola; and to state that in my opinion I consider such a process will hamper the export trade, and probably the local trade will be affected thereby, because the great body of artificers in silverware are dispersed all over the country, generally in villages remote from where an Assay office could be located. From what I can see, the only measure which can possibly free the Indian silver trade from restrictions would be the abolition of hall-marking altogether.

33.] No. 439, dated 11th February 1891.

From—GANESH BAPUJI, Tehsildar of Akola, and RAO SAHIB DEORAO VINAYEK, Pleader,
To—The Deputy Commissioner, Akola.

With reference to your endorsement, dated 13th January 1891, on Government of India's Resolution No. 5261, dated 7th November 1890, asking us to give opinion on the subject taken up by the Government of suggesting a system best suited to the circumstances of the country for guarding against improper admixture in gold and silver Indian manufacture exported to England for sale, we beg to say that Berar is the last province in our opinion to be in any way affected by any system, as to our knowledge there are no articles prepared here for export. We are therefore unable to ascertain and give the mercantile views on the subject Neither have we studied it in all its details, nor are there any means enabling us to do so.

The plate duty was unpopular in this country, and the Government of India were thoroughly cognizant of this fact. They had, as the Resolution would show, exerted and succeeded ultimately in getting the said duty repealed by Her Majesty's Government in England. We have here the free trade principle adhered to, and, when we see any restrictions imposed on free trade, it is in our humble opinion contrary to the principle. In this behalf we have to remark that since Her Majesty's Government have been pleased to do away with the duty, it is desirable that hall-marking should also be given up altogether.

In these days of free and equal competition in trade it would be fair to leave the matters alone. Law of supply and demand will, in this as well as in other manufactures of all countries, protect its own interests. To have some system to scrutinize articles made here, either in India or in England, whether compulsory or optional, is an unnecessry block to the trade in addition to its benig quite opposed to the free-trade policy, and we therefore trust the Government of India will kindly continue on behalf of this country agitating against introduction of any system.

34.] No. 168, dated 10th March 1891.

From—H. DE P. RENNICK, Esq., Deputy Commissioner, Ellichpur,
To—The Commissioner, Hyderabad Assigned Districts.

With reference to your No. 8067 of the 22nd December last, I have the honour to state that the opinions of the several officials and non-officials whom I had consulted have just reached me. The concensus of opinion is that—

(1) The assay should be optional.
(2) The standard should be the rupee standard.
(3) There is a great diversity of opinion as regards the location and number of Assay offices, one non-official going so far as to suggest "that Assay offices should be 100 miles from one another, and where there is railway communication, about 200 miles distant."
(4) The process of assay be by scraping.
(5) No opinion can be given as regards fees.
(6) The distinguishing marks be "the name of the Assay office," with the addition of the word "India."

2. As regards my opinion, I have to state that the game is not worth the candle, for it is the case that no Indian plate proper, table appointments, and such like would ever find a large sale in the United Kingdom, because it has not the finish nor symmetry of English-made articles of the same kind. There may be occasional imports of fancy articles for private use; whether this would largely affect the trade, I have my doubts. This last remark would be equally applicable for articles for personal wear.

35.] No. 1836, dated 26th March 1891.

From—E. J. GUNTHORPE, Esq., Deputy Commissioner, Amraoti,
To—The Commissioner, Hyderabad Assigned Districts.

With reference to your endorsement No. 8036, dated 22nd December 1890, forwarding, for opinion, copy of Resolution of the Government of India in the Finance and Com-

merce Department, No. 5261, dated 5th November, relative to the abolition of the English plate duties, and, as a consequence of this measure, the proposed establishment of a system of hall-marking in India, I have the honour to reply as follows to the several queries contained in the Resolution :—

(1) Should the assay be compulsory or optional? There can be no doubt that, as suggested by His Excellency the Governor-General, should an assay be introduced, it would be well to make it optional, and not compulsory. Optional hall-marking would not affect the trade in any way, whereas a compulsory system would involve hardships and greater expense upon manufacturers in outlying districts besides hampering the trade considerably.

(2) What standard or standards of fineness should be adopted? In my opinion, and those whom I have consulted, the Indian rupee standard would be the best that could be adopted. Indian silversmiths use our rupee coins to a large extent in the manufactory operations, and when bar silver is used, add a quantity of tin alloy, so that the rupee standard which contain a small alloy, probably 2 per cent., would fully meet all requirements.

(3) Where should Assay offices be located? At the two Mints only, or at other centres also. Seeing that Bombay is in close proximity to the several districts in Berar, at Bombay would be all that we needed.

(4) What process for assay should be adopted? Of the various methods adopted in most countries, and which are described in the Resolution, the *touchstone* process, which is simple and does not injure the ware, would answer all practical purposes.

2. The fifth and sixth questions have to be answered by the Mint and Assay Masters; but I would here note that the fees to be charged should be a very small percentage on the value of the article, and the distinguishing mark to be used should be on that part of the article which is not easily observable, and might consist of the letter "I", which would denote both Indian assay and Indian manufacture.

3. With reference to paragraph 11 of the Resolution above quoted, I have the honour to state that, in so far as my district is concerned, I do not anticipate in the least the slightest prospect of a greater trade with England in the precious metals, even if the British Hall-mark Regulations were rescinded, but in large manufacturing centres, I have no doubt that advantageous results would follow; and as regards the enquiry whether there has been any substantial increase directly in the supply of articles for sale in England, since the repeal of the duty on silver plate, it seems to me that it must have had the effect of stimulating trade both privately and publicly; and statistics, which will be available in the Presidency towns, will confirm what I say.

36.] No. 790, dated 6th April 1891.

From—RAJA AMAR SINGH, President of the Kashmir State Council,
To—The Assistant Resident in Kashmir.

In continuation of my letter No. 1528, dated 29th December last, I beg to enclose copy of a letter No. 136, dated 12th idem, from W. R. Lawrence, Esq., to whom the enquiry was entrusted, and of the vernacular letter signed by the chief workers in silver plate of Srinagar, expressing their views on the hall-marking question. I hope the Government of India will kindly pay due regard to the representations of the silversmiths of Kashmir in deciding the hall-marking question, with a view to encourage the trade of Kashmir in silver plate, for which it is so well known from olden times.

2. I have not been able to elicit further information from the enquiries I made after the receipt of the papers submitted herewith.

37.] No. 136, dated 12th December 1890.

From—W. R. LAWRENCE, Esq., Settlement Officer, Kashmir State,
To—The President of the Kashmir State Council.

With reference to your letter No. 1370 of the 26th ultimo, I have the honour to report that I assembled the chief goldsmiths of Srinagar on December 6th, and explained to them the purport of the Resolution of the Government of India, No. 5261, dated November 5th, 1890. I also handed to them a translation which they promised to consider. On the 11th instant the goldsmiths again atteneded my office, and on the 12th instant I had another interview with them, and I now forward their opinion for your information, with the following brief remarks, which are founded upon notes taken during the three interviews I had here with the representatives of the gold and silver plate industry in Kashmir.

There are four important houses of gold and silversmiths in Srinagar in the hands of Habibju, Nabju, Kudju, and Sabhanju. Some ten years ago copper work came into

fashion, and these four houses, who then employed 195 men in the manufacture of silver, now have only hundred men at work. They say that the trade in silver plate has fallen off by one-half, and that it is steadily falling off, and the practice of electro-plating copper-ware is causing injury to the silver industry.

Silver is brought to Kashmir from Yarkand in the form of bars, known to the trade as *Youn*, and from Amritsar in large wedges, known as *Hatipur*.

The latter is the purer kind of silver, but the difference is trifling, amounting to one anna in twenty rupees.

As will be seen from the enclosure in vernacular,* there is no direct trade with England, and the manufacturers in Srinagar merely work on orders given by European visitors. They are, however, alive to the fact that recent legislation may eventually lead to a direct export to England, and they are quite ready to accept any system of marking which can be adopted, provided that such system does not involve the expense and risk of sending unsold articles out of Srinagar. They prefer the *touch* system (Kaswati), though at present this system is only applied to gold, and they would welcome any assay, not only in the hope that this might lead to a trade with England, but also as a means of avoiding disputes with European visitors in Kashmir, regarding the standard of fineness.

They would adopt as a standard of fineness the British rupee, and they are prepared to meet the difficulty offered by the use of solder.

Finally, they would prefer that any system of assay which may be introduced should be compulsory, not optional The preference is, I think, based on a feeling of mutual distrust, and is due to the wish that if any vexatious restrictions followed on the introduction of a new system, they should apply equally to the whole trade.

With reference to the information asked for in paragraph 11 of the Resolution of the Government, it may be said in regard to (*a*) that at present the English market is a matter of indifference to the Kashmir trade, but that the Srinagar manufacturers recognize the fact that a trade may spring up in consequence of the repeal of duty on the importation of silver plate; and in regard to (*b*) I have to report that the manufacturers declare that up to the present they were ignorant of recent legislation, and that there has been no substantial increase in the output of silverware.

I need hardly observe that the Kashmir gold and silversmiths under-estimate the dimensions of their trade, but I think their statement that legislation has not stimulated production this year may be accepted.

You are good enough to ask me for my own opinion on the subject, but as I know little of the subject, and as I have hitherto had no opportunity of making myself acquainted with the artwares of Srinagar, I offer the following opinion with diffidence.

I think that the assay should be optional; that there should be only one standard of fineness, and that the British rupee; that the Assay office should be in Srinagar, and that the touchstone should be the process.

My reason for suggesting that the Assay office for Kashmir silver plate should be located in Srinagar is that the distance to India is so great that if any optional system of assay is adopted, it will be inoperative in Kashmir if the Assay office is located at any Indian centre. It seems to me that, considering the distance of Kashmir from the Railway, it might be advisable to have a distinguishing mark for Kashmir silver plate as a separate article of trade, and it also seems to me that the State has establishments where the touchstone process could be followed with satisfaction to the manufacturer and purchaser.

It might result that Kashmir silver plate would neither command the confidence nor the price in England which would be obtained by India silver plate assayed at the Mints, but this disadvantage would be more than made up for by the absence of trouble and risk which would be caused by sending Kashmir silverware to a distant Assay office.

38.] Translation of a letter, dated 12th December 1891, submittted by SUBHANJU, HABIBJU, and KUDJU, gold and silversmiths of Srinagar.

We most respectfully beg to state that we have perused the translation of the Secretary of State for India's letter No. 45, dated 15th May 1890, which we had received from you (Mr. Lawrence), and we beg to state as follows :—

(1) That we pray for Her Majesty the Queen Victoria and the Empress of India in that Her Gracious Majesty repealed the duty on the importation of silver plates, etc., to England, which will produce a good result for the increase of trade of the whole of India, and especially of Kashmir;

(2) That we are not traders in Kashmir, but we mauufacture gold and silverwares, and that we do not export our trade articles to England, but we prepare them in accordance with the orders of their purchasers;

(3) That during winter we prepare gold and silverwares in our workshops worth R2,000 as samples, and that in spring we show them to the European visitors in Kashmir, and that in accordance with the orders received from European gentlemen we manufacture silver articles, etc., for them within the promised time;

* Translation only printed.

(4) That the value of the whole gold and silverwares, etc., manufactured during summer by the orders of the gentlemen is about ₹20,000, on which we all earn ₹3,000 or 4,000 for our labour or manufacturing;

(5) That the trade in silverwares is daily falling off, as the European gentlemen prefer to purchase electro-plated copperwares instead of silver plate, and owing to this the trade of copperwares is on the increase;

(6) That we agree to get our silver plate marked, but we pray that the Assay office be established in Kashmir;

(7) That we have adopted as a standard of fineness of silver the British rupee, and for this we often give written guarantees for our silverwares to European gentlemen;

(8) That in Kashmir to test the silver of some plate we scratch a little silver from the plate, and putting it in a little clay basin put in fire and test the silver, and that if it be tested by *touchstone* the difference will be of ₹1-4 per 100;

(9) That in summer when European visitors come to Kashmir, they order us to prepare silverwares for them within eight days or some time more or less than this period. So if our wares will be sent to some distant Assay office it will take a month at least to get them back, and that owing to such a delay the purchaser of our wares will not wait and they will remain with us unsold. Accordingly, it will be much better for us that Assay office be established in Kashmir;

(10) That by our sending silverwares to some Assay office for marking, we have to incur the postage of the British and Kashmir State Post Offices, and also for insurance;

(11) That we agree that gold and silverwares be marked in accordance with the order issued by the officials.

39.] No. 83 T. F., dated 2nd June 1891.

From—H. H. RISLEY, Esq., Offg. 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 of the Government of India, No. 5261, dated 5th November 1890, inviting an expression of the views of this Government regarding the introduction of a system of hall-marking silver plate in India.

2. In reply, I am directed to submit, for the information of the Government of India, the enclosed copies of letters from the National Chamber of Commerce and from the Commissioner of Dacca, containing their views on the subject; and to say that, with regard to the points enumerated in paragraph 5 of the Resolution, the Lieutenant-Governor generally concurs in the opinion expressed by the Chamber, except that, so far as Bengal is concerned, it does not seem necessary at present to consider the question of establishing Assay offices anywhere except at Calcutta. Silverware exported from Bengal is, as a rule, despatched from Calcutta, and the process of having it assayed by touchstone at the Mint there would, it is believed, present little practical difficulty

3. If the elaborate system of assay marks adopted in England is to be followed in this country, it would apparently be necessary to adopt some characteristic mark, such for example as an elephant's head, to denote the fact of assay, and other marks to indicate the place of manufacture and date. It may seem superfluous to enter upon such details, but it is well known that a mark may exercise considerable influence on the prospects of a trade, and there may possibly be advantages in distinguishing place of manufacture, *e.g.*, Orissa, Dacca, Delhi, Lucknow, Trichinopoly, all of which in some measure use different processes and turn out distinct and characteristic styles of work.

40.] From—SITA NATH RAY, Honorary Secretary, Bengal National Chamber of Commerce,

To—The Secretary to the Government of Bengal, Financial Department.

I have the honour, by desire of the Committee of the Bengal National Chamber of Commerce, to acknowledge with thanks the receipt of your favour of the 19th November last, No. F.2—D-7, forwarding copy of a Resolution of the Government of India, No. 5261, dated the 5th November 1891, regarding the proposed establishment of a system of hall-marking of silver plate in India, and inviting an expression of Native opinion on the subject. In reply, I beg to observe that the Committee have been at considerable pains to ascertain, as far as they could, the opinions of intelligent Native artists on the points set forth for enquiry, and the conclusion they have arrived at from such enquiries is, that the large class of Native silversmiths, for whose benefit the proposal has been made, do not, at present, seem to appreciate the advantages that are likely to accrue from the proposed establishment of hall-marking. They seem to labour under a misapprehension that, with their present scanty knowledge of the wants and demands of the European market and of their admitted inability to compete with the more wealthy European firms of the Presidency towns who can always command higher and more skilled labour, there would be but slight chances left to them of making a profitable bargain under such keen competition; nevertheless the more advanced among them are of opinion that if the proposed system of hall-marking is established in India, it will be the means of settling all cases of disputes and differences in respect of the quality and value of the articles manufactured here, and that gradually it will have the effect of stimulating the more enterprising and energetic men of their class to enter into competition with European manufactures in selling silver articles of their making in English markets.

With reference to the several questions formulated in the Government Resolution, the opinions of the Native artists are generally in accord with those entertained by the Committee of the Chamber.

With regard to the first question, the opinion of the Committee of the Chamber is that the assay should be optional and by no means compulsory, otherwise it would have the effect of hampering and ultimately destroying the trade in silverware, especially that carried on in outlying places, far off from the two Mints.

Their opinion on the second question is that as silver of finer quality is not at all available in the mofussil, it would be to the advantage of trade if the standard of the rupee were adopted.

With reference to the fourth question, the Committee of the Chamber are of opinion that the only practical and convenient process open in this country is that of assay by means of the touchstone, for in a country of such large distances, where the silver artists are very poor, living from hand to mouth, the worry and trouble, and the heavy costs incidental to the several transits of the wares to the Mints, and the necessity of insuring them as often, are all insuperable obstacles in the way of adopting any other method. Again the adoption of any other method, the Committee beg to submit, would place the silversmiths living in the Presidency towns at a great advantage over their rival artists living a long way off.

With reference to the third question, the Committee are of opinion that if the test by touchstone is adopted, there would be no occasion for entertaining costly establishments for assay, and that much less costly offices for assay might be established at a few other centres besides those at Calcutta and Bombay.

The opinion of the Committee on the fifth question is that the fee should not at present be above one per cent. on the value of the articles to be assayed. The imposition of a higher scale of fees would deter people from resorting to any office for assay.

With reference to the last question, No. 6, the opinion of the Committee is that the word "India" should be affixed to silverwares of the country as a distinguishing mark.

41.] No. 8 T., dated 10th April 1891.

From—J. BOXWELL, Esq., Commissioner of the Dacca Division,

To—The Secretary to the Government of Bengal, Financial Department.

I have the honour to reply to your No. F.2-D.—7-2, dated 19th November 1890.

2. I have now received reports from all the districts, that from Dacca having come in on the 31st ultimo.

3. The two districts of Faridpore and Backerganj are practically mute. The Backerganj gold and silversmiths would never dream of sending articles for assay unless it was compulsory, and would greatly dislike compulsory assay. Faridpore simply protests against compulsory assay.

4. From Mymensingh and Dacca something more is obtained. Mr. Phillips says the Mymensingh tradesmen did not readily take in the idea of assay, and were suspicious of it as of some new method of taxation.

5. He himself, however, answers clearly—

(*a*) that the standard of fineness should be the rupee;
(*b*) that assay should be by the touchstone;
(*c*) that the fee should be one per cent. *ad valorem*;
(*d*) that assayed wares should bear the mark "India;"
(*e*) that assay should be permissive.

6. From Dacca Mr. Hare says very much the same. The Dacca tradesmen are generally content that there should be a permissive system of assay, but they wish to have an office in Dacca.

7. They do not seem clearly to understand the question, because they at the same time wish for the touchstone process, and fear transit cost. But the touchstone process is intended expressly to save transit cost.

8. The fee proposed is one per cent. *ad valorem*, and the word "India" or "Bengal." Mr Hare adds, "the abolition of the duty on silver plate has been appreciated by the manufacturers."

9. Therefore I subscribe to Mr. Phillip's proposals, and think the adoption of the touchstone process makes an office in Dacca, or anywhere outside the Presidency town, unnecessary.

42.] No. 1410, dated 17th June 1891.

From—The Hon'ble J. WOODBURN, Chief Secretary to the Government of the N.-W. Provinces and Oudh,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

With reference to Finance and Commerce Department Resolution No. 5261, dated 5th November 1890, I am directed to submit, for the information of the Government of India, copies of the papers marginally noted, containing the opinions obtained by this Government on the subject of the proposal to introduce into India a system of hall-marking of silver plate.

(1) From Commissioner, Benares, No. $\frac{11303}{XIII-442}$, dated 21st November 1890.
(2) From Secretary, Upper India Chamber of Commerce, dated 2nd January 1891, with enclosures.
(3) From Commissioner, Agra Division, No. $\frac{2217}{XIII-29}$, dated 12th January 1891.
(4) From Commissioner, Lucknow, No. $\frac{33}{XII-4}$, dated 14th January 1891.
(5) From Director of Land Records and Agriculture, North-Western Provinces and Oudh, No. $\frac{355}{35}$, dated 3rd April 1891, with four enclosures.

2. The total value of silver articles annually exported to England from these Provinces is estimated by the Director of Land Records and Agriculture to be not more than ₹24,000, of which the greater portion is purchased by private persons, and is not intended for sale in England. There are no firms who export silver-made articles except on a very small scale; and there is so far no evidence that the repeal of the duty on silver has affected the trade in these Provinces. This trade is indeed so backward and so small that it would probably not be materially modified by any system of optional assay that might be introduced.

3. The Lucknow work, which comprises over 80 per cent. of the silver exports, is certainly "hand-chased," and is therefore probably exempt from hall-marking; but the trade is so insignificant that it has not been possible to discover what the practice on arrival in England is. The highest fees in assay that could possibly be levied would not pay for the maintenance of an assay office in these Provinces; and therefore if any system of assay is introduced, these Provinces will be at a disadvantage as compared with those in which assay offices may be established, but will not he materially injured. From the point of view of these Provinces, therefore, no specific reply is sent to questions 2 to 6 contained in paragraph 5 of your letter, while the reply to the two points indicated in your 11th and 12th paragraphs will be found in the foregoing remarks.

43.] No. 11303-XIII—442, dated 21st November 1890.

From—G. ADAMS, Esq., Commissioner, Benares Division,

To—The Chief Secretary to the Government, N.-W. Provinces and Oudh.

I have the honour to acknowledge your No. 1876 I—686 A., dated 14th instant, calling for an opinion on the subject of the hall-marking of Indian silver.

2. I cannot profess to have any particular acquaintance with the trade in Indian silverware, but I believe that Indian silverware reaches England in two ways only—

First—transmitted to England by persons who purchase it here otherwise than for sale;

Second—by large firms, mostly, if not all, European, who purchase from the actual manufacturers.

The matter concerns the actual manufacturers so far only as the presence or absence of a hall-mark might affect the sale of Indian silverware in England, thereby affecting the demand of the exporting firms.

3. It has been accepted by the Government of India that compulsory hall-marking in India is not to be thought of; while it seems very evident that under the circumstances of the trade the assay by the touchstone is the only practicable method of determining the fineness of the silver. But having regard to the native methods of manufacture, there might, I imagine, be considerable practical difficulty in fixing a standard without interfering with trade. This difficulty has been noted by Mr. Carlton Wood. It seems to me that it would be sufficient if Indian silverware, all kinds of which now exported would, I believe, come under the terms of section 4 of 47 and 48 Vict., cap. 62, should simply bear a stipulated mark as suggested by Mr. Carlton Wood.

44.] No. 33-XII—4, dated 14th January 1891.

From—H. D'O. MOULE, Esq., Commissioner, Lucknow Division,

To—The Chief Secretary to Government, N.-W. Provinces and Oudh.

In reply to your No. 1876 of the 14th November, I have the honour to forward a note drawn up by Mr. Cobb, the City Magistrate of Lucknow.

2. From that note it appears that there is at present no direct export of silver goods from Lucknow to England Our local silversmiths are, therefore, not immediately interested in the question of a hall-mark. Nevertheless the trade is said to be on the increase and doubtless more English travellers and residents will take home silverware with them now that the import duty has been removed.

3. On the general question, I should say that it would be best if the proposal contained in Mr. Wood's last paragraph but one could be accepted, *viz.*, that Indian plate exported to England should be stamped with a simple mark showing it to be Indian; and then allowed free sale without assay. Purchasers would buy at their own risk and could take their own precautions against fraud, just as they have to do out here.

4 If this cannot be allowed, then I can only say that any assay that may be fixed on should of course be optional, and of the rupee standard On other points mentioned in the Government Resolution, I do not feel qualified to offer an opinion.

5. Reverting, in conclusion, to Lucknow, I would observe that almost all the silver goods manufactured here would certainly fall within the description "hand-chased."

45.] Dated the 19th December 1890.

From—W. H. COBB, Esq., City Magistrate, Lucknow,

To—The Commissioner, Lucknow Division.

I have consulted the leading Lucknow silversmiths. There are only four or five firms which do business to any considerable extent. ₹4,000 would probably represent the average monthly value of silver articles manufactured in Lucknow. There is no export. All the plate that is sold is sold in Lucknow itself, and only that finds its way to England which is purchased by European ladies and gentlemen for themslves or for their friends. The trade, however, is on the increase.

Their views are as follows:—

Point (2). "Messrs. Orr's representations do not apply to us. The silver we use is purer than English hall-marked silver. We *can* purify silver. We find it difficult to work in alloyed silver: pure silver is much softer. We are quite prepared to submit our plate to be assayed according to a standard of fineness equal to the hall standard."

Points (3) *and* (4). "We are of opinion that the touchstone process of assay is practically useless on account of its inaccuracy, and that its adoption is out of the question. For the other processes it is necessary that plate should be submitted for assay in an unfinished state, and finished off for sale later. Unless we could have an assay office in Lucknow (and the trade is probably not sufficiently extensive to support one), we think the expense and delay incurred in transit of work to and from an assay office situate at a distance would be prohibitive. It is also obvious that the amount of assay fees has some connection with the question. Whether it would be worth our while to get our plate assayed, if they cannot now be determined, we cannot say whether the extra charge which we should have to put on our plate would not perhaps deduce its sale in a greater proportion than the hall-mark guarantee would increase it. In fact, we should be glad to avail ourselves of the privilege of an optional assay office if it were to our advantage to do so; but we have not sufficient data to be able to give a decided opinion"

46.] No. 356—35, dated 3rd April 1891.

From—T. W. HOLDERNESS, Esq, Director of Land Records and Agriculture, N.-W. P. and Oudh.

To—The Chief Secretary to Government, N.-W. Provinces and Oudh.

I have the honour to reply to G. O. No. $\frac{1877}{I-686A.}$, dated 14th November 1890, requesting an expression of opinion on the proposals contained in Resolution No. 5261, dated the 5th November 1890, of the Government of India (Finance Department) relative to the introduction into India of a system of assay for Indian silverware

2. I enclose replies received from Messrs. Bechtler & Co. and Messrs. Hanhart & Co, of Allahabad, and also notes on the silver trade of Lucknow and Agra, prepared, respectively, by the Assistant Curator of the Provincial Museum, Lucknow, and my Personal Assistant.

3. The only towns in these Provinces noted for the production of artistic silverware are Lucknow, Agra, Muttra, Jhansi, and Hamirpur. The sales in Lucknow to purchasers intending to take their purchases to England may be roughly put at ₹20,000 a year. In the other towns the value of such sales do not exceed in each case ₹1,000 a year. In none of these towns however, is there any considerable trade direct with silver dealers in England for sale in that country. The usual purchasers are cold-weather visitors who buy for themselves and not for sale, and the articles thus purchased are admitted into England under the existing law without assay and hall-marking.

4. I have not been able to obtain evidence that the continuance of hall-marking in the United Kingdom has appreciably minimised the effects that might have been expected from the repeal of the duty on silver plate. My inquiries show that the abolition of the duty has, so far, not increased purchases of Indian silverware for export to Europe, whether by private persons or by traders. If purchases by private persons had increased, while purchases by the trade, on the contrary, showed no increase, then it might be inferred that the continuance of hall marking—which affects the trade alone—has minimised the effects of the repeal of the duty. But as neither class of purchases has, so far, increased, it is difficult to affirm from the facts ascertained in these Provinces that the hall-marking and assay regulations of the United Kingdom prevent the development of a direct trade in Indian silverware. I have little doubt that in other parts of India where silver manufactures are more extensively practised, the evidence asked for by the Government of India will be forthcoming; but I refer to a province in which the art of working in silver is in a relatively backward state.

5. This replies to question (*b*) in paragraph 11 of the Government of India's Resolution. With regard to question (*a*), I am unable for the same reasons to affirm that the introduction into India of a system of assay with a view to exempting Indian silverware from further assay and marking on arrival in the United Kingdom is a matter of material importance to the silversmiths of these Provinces. Their art is so backward and their trade so badly organized that the effect of establishing assay offices in India would probably be to confine direct trade with England to other parts of India where the industry is more skilful and more prepared to avail itself of changed conditions. I can form no estimate of what the probable expense of establishing assay offices in India, elsewhere than at the Calcutta or Bombay Mint, would be. But I imagine that the expense of an assay office in these Provinces would be considerably more than would be covered by possible fee-receipts, and that probably our silversmiths would have to send their goods to Calcutta, Bombay or the Punjab for assay before transmitting them to a correspondent in London. That being the case, the silver workers and silver dealers in the towns in which assay offices could be established would be placed at a considerable advantage compared with the up-country producer, and they would obtain the practical monopoly of orders for Indian silverwork from firms in England.

6. But while I anticipate no advantage to the silverware trade of these Provinces from the establishment of an Indian system of assay, I do not apprehend that it would be materially injured. The private custom on which it depends would still continue, and it would not be deprived of any source of gain at present open to it. If the choice lies between the subjection of Indian silverware to the assay regulations of the United Kingdom and the establishment of an optional system of assay in India, I consider that, in the interests of India at large, the latter is preferable, even though it may benefit some localities more than others. It is clear that the English standard is unsuited to Indian silver work and the English system of hall-marking to the form it usually takes. Our main object, I take it, is to free a particular trade from restrictions it cannot well comply with and to increase thereby the volume of exports from India; and in this view the objection that the benefit will be unevenly distributed throughout the country appears of minor importance.

7. In paragraph 12 of the Resolution information is sought as to how section 4 of 47 and 48 Vict., cap. 62, is worked in practice, and whether it is allowed by the Custom House authorities in England to exempt from assay and hall-marking most descriptions of Indian silverware exported to England. I regret I am unable to throw much light on this point. One case in which, before the duty was repealed, a Lucknow merchant sent to Messrs. Liberty & Co., when complying with an order for Lucknow muslin fabrics, a few silver articles on commission sale. They were of the ordinary Lucknow work, which closely resembles Cutch silverware. The articles on arrival in London were subject to duty, but not, I believe, to assay and hall-marking. This seems to show that silver articles on which patterns are beaten out and which are subsequently finished off by the hand are considered by the Custom House authorities to come within the description of "hand chased."

8. Turning to the six points specified in paragraph 5 of the Resolution, I consider (1) that the assay should be optional; (2) that the rupee should be adopted as the standard of fineness; (3) that as many assay offices as are compatible with financial considerations should be established; (4) that the touchstone system of assay be used. I am unable to express an opinion as to the scale of fees. The question of what distinguishing marks should be applied is one for experts.

9. I would invite attention to the alternative scheme of marking suggested by Messrs. Bechtler & Co. in their enclosed letter. Briefly they would require every Indian silversmith exporting silverware for sale to the United Kingdom to stamp each article with a stamp prescribed by Government and with his own trade mark, thereby guarnteeing that it is of the required standard of fineness. The Custom House authorities in England would pass all such articles without examination, but the Indian producer would be liable to penalty on proof that his goods were not of the guaranteed quality. Action against him would, I understand, be left to the aggrieved buyer, and it is easy to imagine that many frauds would occur without entailing prosecution. The scheme, though ingenious, is not in my opinion likely to satisfy the requirements of the Secretary of State for India as an alternative to the present system of compulsory hall-marking for silverware admitted for sale within the limits of the United Kingdom.

47.] Dated 28th February 1891.

From—MESSRS. BECHTLER & Co., Allahabad,

To—The Director of Land Records and Agriculture, N.-W. Provinces and Oudh.

In reply to your No 84—35 S. of 28th January regarding hall-marking of Indian silverware, we beg to say that we consider it impossible to apply a system of hall-marking as in force in India without injuring the small silversmiths, etc., in villages; that it would be difficult for the same class of silversmiths to work in any other standard but the rupee standard.

After carefully considering the question, we give a general idea of a scheme for hall-marking which would work equally well for export, and which would give to the public all desirable security, at the same time doing away with expensive assay offices:—

1.—All silverware should be stamped with a punch, *supplied* by Government, showing the standard of the silver—

(*a*) this punch should be, for each Presidency, of a different pattern: for instance for Calcutta an elephant, for Bombay a tiger, for Madras a peacock, &c.;

(*b*) this punch should be given by Government against a written declaration that he will only stamp goods of standard silver with the same;

(*c*) each punch to have a running number, which should be registered by Government;

(*d*) heavy penalities should be attached to stamp goods with the Government stamp not of standard *fineness*.

2.—Each article, besides having the Government stamp, should be stamped with the initials of the maker or any adopted trade mark—

(*a*) this punch to be registered by Government to prevent fraud;

(*b*) export firms to register *their* punch, also by the Custom House authorities in England.

3.—Purchasers of silver articles may have the articles tested by a Mint Master in Calcutta or Bombay against a nominal fee.

4.—The Government of England should be asked to recognise the rupee standard for goods imported from India to England and to pass articles duly stamped with the Indian Government stamp as hall-marked.

The above is a rough outline of a scheme which would meet the requirements of the silversmith's trade in India without interfering too much with the old customs prevailing in India.

48.] Dated 7th March 1891.

From—MESSRS. HANHART & Co., Allahabad,

To—The Director of Land Records and Agriculture, N.-W. Provinces and Oudh.

Replying to your communication dated 28th January, in which you ask our opinion, regarding the proposed introduction of an Indian hall-mark system, we beg to state that, from our point of view, the demand for Indian silverware would scarcely be large enough to entertain the great expense which is involved in establishing the hall-mark system in this country.

Allahabad not being such an extensive market for Indian jewellery as Delhi, Cutch, Trichinopoly, and other places, we therefore can only give a reserved opinion in this matter, besides mentioning that our firm, like most other European jewellers' firms in this country, chiefly import and deal in English manufacture.

49.] Report on the Lucknow Silver Trade by BABU GANGADHAR GANGOLI, Assistant Curator, Provincial Museum, Lucknow.

The Lucknow dealers in silver plate work with a limited capital, and in a few instances the value of the work of individual producers exceeds ₹500 to ₹600 a month. As a rule, they sell their wares to retail customers at Lucknow, and seldom carry on an export trade with any of the large centres in India or with England. They usually keep a stock of small articles for sale in the local markets and produce large and expensive articles to order. Thus carrying on their business on a limited scale, they do not consider that the prospects of the trade would be in any way improved by the establishment of assay offices in this country—a system which, in their opinion, would rather hinder than facilitate business, whether the assay be obligatory or voluntary. The main objections to the system being—

(1) that it will occasion delay in executing orders which they receive from persons who, in many instances, cannot wait for their things longer than a few days. Sometimes they have to deliver the articles at a very short notice or within the time occupied by the purchaser in visiting the place. An assay office (even if one is established at Lucknow), with fixed days and hours, will prevent their doing any business of this kind;

(2) it will cause trouble and expense to the party presenting his wares for assay.

On the second point—whether the continuance of hall marking in the United Kingdom has appreciably minimised the effects which might have been expected from the repeal of the duty on silver plate—the Lucknow dealers are unanimous in stating that no appreciable amount of advantage has yet resulted from the repeal. On the other hand, they say that the sales, since the repeal, have not reached the amount they realise in ordinary years. This may be due to other causes, *e.g.*, comparatively small number of purchasers visiting the place, or increased competition among the manufacturers. In my opinion it would be premature now to make any calculations on this head, taking two facts in consideration: *first*, the fact of the repeal is not widely known among the purchasing public: and *secondly*, the first selling season after the repeal is not completely over yet.

I have recorded the above remarks after consulting about a dozen houses in Lucknow which turn out things suited to European taste. In addition to what has been stated above as to the prospects of the trade if a system of half-marking were introduced in this country, the following facts may be noted regarding the quality of the silver used by the manufacturers and the standard of fineness adopted by them.

The Lucknow workers get their metal by melting old vessels and articles of native jewellery, and they also procure it in ingots from Bombay. The Lucknow rupee (which is less in weight than the Government rupee by four *ratis*—about six grains troy) is supposed to contain the purest silver and is valued at 16 annas, which is the standard. They test silver by heating. If the metal retains its white colour after the heating, it is considered pure, that is, 16 annas in value; if it loses colour, the result varies from one to three annas in the rupee. The touchstone is not an accurate test for silver, but it might be adopted for practical purposes with results not varying considerably from that obtained by the other process.

50.] Report on the Agra Silver Trade by BABU LAKHSHMAN PARSHAD BURMAH, Personal Assistant to Director of Land Records and Agriculture, N-W. P. and Oudh.

In Agra there are about two hundred *sonars*, but none of them make any articles specially suited to the English market, nor is there any direct export of silver articles from Agra to England. In winter, however, when English gentlemen visit the place, they generally buy, along with shawls, carpets, marble articles, cups and plates made of silver as also silver toys received from Muttra. They are usually made of brick silver (silver in ingots) received from Bombay, 100 *tolas* of which sell at present for ₹107. They are very seldom made of English rupees, though sometimes silver of a worse quality than the rupee is employed. Sometimes they are said to contain only 75 per cent. of genuine silver, but these are rare cases. The total value of silver articles sold in a season to European gentlemen visiting the place does not exceed ₹1,000. The articles sold are, as a rule, ornamental, not plain.

51.] No. 2484, dated 14th July 1891.

From—T. D. MACKENZIE, Esq., C.S., Chief Secretary to the Government of Bombay,

To—The Secretary to the Government of India, DEPARTMENT OF FINANCE AND COMMERCE.

With reference to the Resolution of the Government of India, No. 5261, dated 5th November 1890, requesting the opinion of this Government on the subject of the proposed establishment of a system of hall-marking in India, I am directed to forward herewith copies of the papers noted in the margin, together with a summary of the opinions of Government officers and others consulted on the subject, and to solicit the attention of the Government of India to the letter from Messrs. Kharsedji & Sons, No. 342, dated 19th February last, accompanying the letter from the Commissioner, Central Division, No. R.—1456, dated 21st April last.

Letter from the Commissioner, Southern Division, No. S.R.—43, dated 3rd February 1891, with accompaniment.

Letter from the Commissioner, Northern Division, No. 496, dated 7th February 1891, with accompaniments.

Letter from the Secretary, Bombay Trades Association, dated 13th February 1891.

Memorandum from the Commissioner in Sind, No. 561, dated 16th February 1891, with accompaniment.

Letter from the Commissioner, Central Division, No. R.—1456, dated 21st April 1891, with accompaniments.

Letter from the Divan of Cutch, No. 286, dated 6th April 1891.

2. I am to state that if the hall-marking system is to be introduced into India, it would, in the opinion of the Governor in Council, appear desirable, so far as the manufacturers of gold and silverware in the mofussil of this Presidency are concerned,—

(*a*) that the assays should be optional;

(*b*) that the trade should be left to fix for itself the standard of purity in each case, as suggested by Messrs. Kharsedji & Sons, of Ahmednagar, which opinion the Assay Master also shares;

(*c*) that the Assay Office should be at the local Mint, the Bhuj Mint being recognized for the purpose so far as the silverware manufactured in Cutch is concerned, and the postage charges for sending the article to be tested at the Mint being reduced by, say, 50 per cent.

(*d*) that the fees to be charged for the assay should be so small that the assay could be largely availed of by the public;

(*e*) that some suitable mark indicating the place of assay and the fineness of the metal might be adopted.

3. I am to add that gold or silverware is tested in Bombay by authorities recognised both by the buyer and seller, and that thus a voluntary system of applying a stamp for quality is already in vogue.

52.] *Summary of the opinions of Government Officers and others in the Bombay Presidency on the proposed establishment of a system of Hall-Marking in India.*

No.	Subject.	The Mint Master.	The Assay Master.	The Chamber of Commerce, Bombay	The Bombay Trades Association.	The Commissioner, Southern Division.	The Commissioner, Central Division.	The Commissioner, Northern Division.	The Commissioner in Sind.	The Minister of Cutch.
1	2	3	4	5	6	7.	8	9	10	11
1	Should the assay be compulsory or optional.	Optional . .	Optional	Optional . .	.....	Optional . .	*Poona, Satara and Khandesh.*—Optional. The Commissioner also forwards copy of a letter from Messrs. Cursetji & Sons of Ahmednagar, who deal largely in silverware and think that the hall-mark system would be quite unsuitable to India. *Poona.*—The rupee standard. *Satara.*—The bullion standard, *viz.*, of fineness. Messrs. Cursetji & Sons suggest that the buyer and seller ought to be left free to buy and sell articles of any standard of purity.	Optional . .	Optional . 2. According to the manufacturers of Karachi, hall-marking should be made compulsory.	Cutch manufacturers are not in favour of the introduction of hall-marking. If, however, it is necessary, the assay should be optional.
2	What standard or standards of fineness should be adopted?	Exporting merchant can get his silverware made of any fineness he likes. The arts of silver refining and approximate silver assaying are believed to be very well known at all the principal centres of the trade.	Generally speaking, it would be an advantage to have no standards fixed by law. If, however, they are required, the decimal system is suggested, 1000 representing fine gold or silver. Two views are expressed as to the standards: I. The standards to be marked at every ten, 990, 980, &c., down to a minimum of 300 for gold, and 900 for silver, with one other mark 916·6, it being the standard of the coinage of India and the gold co nage of England: the "remedy" in the case of gold to be 2 per mille and in the case of silver 4 per mille. II. The following standards which are in use in India and are legal standards in England:— *Gold.* — *Silver.* 970 — 958·3 916·6 — 940 833·3 — 925 750 — 916·6 625 500 375	The quality of a rupee. Even if articles be made of finer quality than that of a rupee, only one stamp should be used.	.....	Two standards of 15 annas and 12 annas are recommended by the Commissioner, S. D., in preference to those of $\frac{14}{16}$, $\frac{11}{12}$ and $\frac{12}{16}$ suggested by representative workers in silver in the Belgaum District consulted by the Collector of Belgaum.		The Collector of Ahmedabad writes, though with diffidence, that the rupee standard would do more harm than good, as being too low.	The Commissioner merely states that the Karachi manufacturers think that the standard should be the English standard.	$14\frac{3}{4}$ váls per $\frac{1}{2}$ tola.
3	Where should Assay Offices be located? At the two Mints only or at other centres also?	They should be limited to a few of the principal centres of export which should be suggested by the mercantile community. It is practically impossible to establish a sufficient number of trustworthy assayers at places in various parts of India where silverware is manufactured, or even at the chief centres of manufacture of these articles, for the assayers must be Europeans above suspicion of being open to bribery. The Mint Master thinks that the exporting merchants should be required to show what prospects there would be of the cost of whatever assaying offices may be established being recouped by Government, or how many assays may reasonably be expected to be required monthly at each of the places where assay establishments are proposed.	The "remedy" in both cases should be the legal remedy. The Assay Master personally advocates the first view and suggests the second as an alternative. The person responsible for the assay must be the person responsible for stamping. Articles must be brought or sent direct to him only, and pass through his hands. The Assay office establishment here, as at present constituted, could not deal with it: it would have to be enlarged, but a separate office altogether would be better. Offices at other centres would be absolutely necessary, but it would be better only to commence with Calcutta, Bombay, Madras, and Delhi. They can be extended afterwards if required. The offices must be in the hands of a competent European above suspicion. (They will probably not be self-supporting for a long time.)	In Bombay, Poona, Ahmedabad, Calcutta, Lucknow, Delhi, Lahore, Madras, Bangalore, Trichinopoly, Rangoon, and Mandalay: the Mint where such existed and the Government Treasury where there was no Mint.	...	At the two Mints for the present.	The Collector of Poona thinks the Assay office should be located at the Presidency, and the Collector of Satara sees no necessity for additional Assay offices.	At Calcutta, Bombay, perhaps also Madras.	Being ignorant of what the cost of an office for assay by the touchstone process would be, the Commissioner cannot form an opinion on this point. 2. According to the manufacturers of Karachi, the Assay offices should be located at the Mints at Calcutta and Bombay, and the Customs Houses at Rangoon, Madras and Karachi, and there should be an Assay officer at each of the three Customs Houses. If Assay Officers cannot be appointed for the three Customs Houses then the postage charges for sending plate to Bombay or Calcutta to be hall-marked should be reduced fifty per cent.	At Bhuj Mint for Cutch.

Summary of the opinions of Government Officers and others on the subject of the proposed establishment of a system of Hall-Marking in India.—continued.

No.	Subject.	The Mint Master	The Assay Master.	The Chamber of Commerce, Bombay.	The Bombay Trades Association.	The Commissioner, Southern Division.	The Commissioner, Central Division.	The Commissioner, Northern Division.	The Commissioner in Sind.	The Minister of Cutch.
1	2	3	4	5	6	7	8	9	10	11
4	What process for assay should be adopted ?	.....	Cupellation for gold, and the chloride method for silver, as being both practicable in India and accurate. The touchstone might be introduced here and there in certain cases as an auxiliary check to test the homogeneous nature of the article.	The usual native process of rubbing on a test-stone and also trying with acid. The testing work might be left to the Treasury where there is always a competent native official. The tester should have the right, if necessary and if allowed by the owner, to drill into the article or cut into same with a file.	.....	Touchstone .	Satara and Khandesh.—Touchstone.	Touchstone process should be adopted at Bombay Mint for this Presidency, and purchasers should be warned that in cases of doubt all articles should be taken to the Mint and hall-marked.	Touchstone .	For gold, the touchstone ; for silver, any most convenient process.
5	What fees should be charged ?	It is difficult to say anything definite at present.	It cannot be stated what scale of fees is likely to make the Assay office self-supporting ; but the following scale is suggested as a general guide :— Gold. Silver. R R a. Ware weighing :— 5 tolas or under 2 1 0 „ 5—10 tolas 3 1 8 „ 10—20 „ 4 1 12 „ 20—50 „ 5 2 0 „ 50—100 „ ... 3 0 „ 50—500 „ 10 ... 100—500 „ ... 4 0 500—1,000„ 15 5 0 For every 100 tolas or part of 100. tolas in weight above 1,000 tolas, a fee of one rupee for gold and a fee of 8 annas for silver. But the Assay Master thinks that it is for Government to leave matters as they are, if section 4, Act 47 and 48 Vict., cap. 62, has given relief as regards oriental work exported to the United Kingdom. It is very difficult to arrive at any thing definite as to the amount of work likely to come to the Assay offices.	Half-anna per tola weight of the article submitted for stamping.	.....	Proportional to the expenditure incidental to the process of assay.	.....	The fees should be as small as possible.	The Commissioner's reply is similar to his reply to point No. 3 above mentioned. According to the manufacturers of Karachi, the fees should be one anna per tola for gold and two annas per cent. for silver plate.	As light as possible.
6	What distinguishing mark should be applied to the wares assayed ?	The Mint Master reserves his opinion on this question until questions 2 and 3 are satisfactorily answered.	The maker's mark and number to be put by the maker. The date-mark, the place of assay, the fineness and the Government mark to be stamped in the Assay office. Besides these, there should be a separate symbol to be placed on such delicate parts of any article as have been checked by the touchstone.	A stamp resembling the pointed Star of India and another stamp taking the first two letters of the town where the test is made.	.....	According to the Commissioner, a tiger mark with figure 2 after it in the case of silver under the 15 annas standard. According to the Collector of Belgaum, I—16, I—14, or I—12, I meaning Indian.	Poona.— There would be no objection to Indian plate bearing a mark or letter defining it as Indian.	The Star of India, with an initial denoting the Mint where the assay was conducted.	A conventional sign indicating the standard of fineness and another indicating the office of assay.	For Cutch, one of the signs of the coat of arms of H. H. the Rao.
7	Is the prospect of the admission of Indian artware in the precious metals to England, without the necessity of undergoing there the assay by cutting and scraping, considered of sufficient importance to the trade to justify the introduction into India of a system which must necessarily be restrictive and operate unequally whether it is compulsory or voluntary?	The exports of silverware other than hand-chased, inlaid, bronzed or filigree work of oriental pattern sent from this port may be taken to be small and perhaps smaller still from other parts, and perhaps so insignificant on the whole as to render legislation unnecessary.	.....	.....	.....	.....	Poona.—The adoption of an Indian silver hall-mark will not probably be availed of locally on account of the cost and risk attending the transit of articles to Bombay for purposes of assay.	.....	If possible, a system should be devised for indicating on Indian plate that it has been manufactured in India and for securing plate so marked free entry into the United Kingdom. There is no manufacture of plate in Sind except on a small scale in Karachi.	.....

Summary of the opinions of Government Officers and others in the Bombay Presidency on the proposed establishment of a system of Hall-Marking in India—concluded.

No.	Subject.	The Mint Master.	The Assay Master.	The Chmaber of Commerce, Bombay.	The Bombay Trades' Association.	The Commissioner, Southern Division.	The Commissioner, Central Division.	The Commissioner, Northern Division.	The Commissioner, in Sind.	The Minister of Cutch.
1	2	3	4	5	6	7	8	9	10	11
8	Has the continuance of hall-marking in the United Kingdom appreciably minimized the effects that might have been expected from the repeal of the duty on silver plate ?	... ..	.....	...	.....	.....	Poona.—The repeal of the duty on silver and gold plate would not appreciably encourage the local manufacturers to manufacture for exportation.	.....	The repeal of the duty will not be of much importance till compulsory hall-marking in England is abolished.	As a general rule, the gold and silver manufacturers in Cutch do not make their articles for consignment to England or other foreign countries for sale on their own account, and the abolition of duties on gold and silver plate in the United Kingdom has apparently hitherto had no material effect on their trade.
9	How has the exception made by section 4 of Act 47 and 48 Vict., cap. 62, worked in practice, and has it given any substantial relief that it seems to give ?	.....	.....	Since the passing of Act 47-48 Vict. and the English Customs have applied section 4 of that Act to imports, a great impetus has been given to the export of silver plate from this country by private individuals in consequence of the old restrictions being removed. The fact that the duty has also been taken off is not as yet thoroughly known and so far has not had any appreciable effect on the export. For some little time the Customs authorities in England have put a liberal translation on the above section, and it has practically amounted to admitting Indian silverware, when in any way chased or decorated, free from the Goldsmith's Hall examination.	.....	.....	.....	No direct export is made and therefore the Commissioner is unable to afford information on this point, but thinks that, the section ought to exempt every kind of article of plate manufactured in Ahmedabad, and, if so, provision for their assay would not apply.	.....	.....
General Remarks.		The answers to the questions except 1 and 4 depend much upon the information expected to be furnished by the trade whose business it is to establish proof of the necessity of legislation in the matter.	It is no use to introduce a system of marking for export only ; it must also be for the local market. Any system that is introduced must deal with both gold and silver. It must be generous (almost unlimited) in the matter of standards; any restrictions in this respect will, if heeded, hamper the manufacturer and ruin the artistic nature of the work. More freedom in this respect is required in England. If a system is introduced to deal with articles for export only, it is hopeless to except it to pay Government. If a system on a broad basis is introduced, both for the local market as well as export, then much of the expense of the introduction for some time to come will fall on Government.	The remarks noted above were made by Mr. J. P. Watson, of Messrs. Watson & Co., and the Committee of the Chamber agree generally with them.	The Association has no special observations to make beyond coinciding with such as have been put forward by the Bombay Chamber of Commerce to which body those who are chiefly interested have already submitted their views.	There is little silver manufacture in any part of the Southern Division.	The Commissioner forwards a précis of the reports of the Collectors in the Central Division and observes that they furnish little information which is likely to be of use. The necessary notes from this précis have been made above for the districts mentioned.	.....	.....	.....

53.] No. 43-S. R., dated 3rd February 1891.

From—A. KEYSER, Esq., Acting Commissioner, Southern Division,

To—The Acting Chief Secretary to the Government of Bombay, Financial Department.

Hall-marking in India.

I have the honour to report, with reference to Government Resolution No. 3916 of the 1st December 1890, that there is little silver manufacture in any part of Southern Division. Mr. Fairlie Muir is the only one of the Collectors whom I have consulted, who has submitted any replies to the questions asked in paragraph 5 of the Government of India's Resolution.

2. I forward his letter and would intimate my general agreement with the answers he gives except that it is doubtful if the standards of fineness suggested in the second answer would be those best suited to the trade generally. I should say that two standards would be sufficient—15 annas and 12 annas—and I think also it would be preferable to have a mark more approximate to the English mark, *e.g.*, tiger with a figure 2 after it in the case of the silver under the 15 annas standard.

54.] No. 383, dated 21st January 1891.

From—J. F. MUIR, Esq., Collector, Belgaum District.

To—The Commissioner, Southern Division.

I have the honour, after consulting representative workers in silver in this district, to reply to your letter No. 4677, dated 6th ultimo.

2. I learn from them that no silver work is made in this district for export to England. Silver is tested by the touchstone, and, also, to a lesser degree by heating. Sonars do not harden silver when manufacturing it, or solder it or adulterate it in any way.

* Chini Chandi.

3. They use, as a rule, pure silver, bought as bullion at Shahapur and other markets. Its fineness is as a rule $\frac{16}{16}$.

4. For articles that require to be hard, they use an inferior kind of silver† bought as above. Government coin is also sometimes given them to be melted down and manufactured. The fineness of these two sorts of silver ranges from $\frac{15}{16}$ to $\frac{11}{16}$.

† Jawari Chandi.

5. They state that the above applies to all workers in silver in the district. They hold that hall-marking should, most certainly, be optional; that silver should be tested, therefore, by touchstone; and that there should be three qualities of fineness—$\frac{16}{16}$, $\frac{14}{16}$ and $\frac{12}{16}$.

6. My opinion on the points stated in section 5 of Government of India's Resolution No. 5261, is as follows:—

(1) The assay should be optional. Indeed, it must be so for the reasons given in section 6 of the Government Resolution.
(2) Special standards of fineness should be adopted to suit the local practice and requirements. These should be $\frac{16}{16}$, $\frac{14}{16}$, and $\frac{12}{16}$.
(3) For the present Assay offices are required only at the two Mints.
(4) Silver should be tested by touchstone, for the reasons given in scetion 8 of the Government Resolution and in accordance with the local practice.
(5) The rates of the fees should be such as to cover the costs incidental to the process of assay.
(6) The standards might be marked I-16, I-14 and I-12, *i.e.*, Indian silver of one or other of the three standards.

55.] No. 496, dated 7th February 1891.

From—H. E. M. JAMES, Esq., Commissioner, Northern Division,

To—The Chief Secretary to the Government of Bombay, Financial Department.

Referring to Government Resolution No. 3916, dated 1st December last, I have the honour to forward a copy of a communication, with accompaniments, from the Collector of Ahmedabad, which, as far as I am aware, is the only city of this Division in which such silver articles are manufactured as are likely to be exported to the United Kingdom. Unfortunately no direct export is made, and therefore I am unable to afford any information in reference to paragraph 12 of the Government of India's Resolution. I cannot help thinking, however, that the section of the English Act quoted in that paragraph ought to exempt every kind of article of plate manufactured in Ahmadabad, and, if so, provisions for their assay would not apply.

2. Assuming, however, that articles are manufactured in India which would require assays, I concur with the opinion of the Collector. The touchstone method of assay should be adopted at the Bombay Mint for this Presidency, and dealers and purchasers should be warned that, in case of doubt, all articles should be taken to the Mint and hall-

marked. The tendency of this will naturally be to concentrate the trade in these articles in the City of Bombay, where the dealers can take the precaution of having their articles assayed beforehand. This, however, cannot be avoided.

3. The Star of India would, it appears to me, be the most suitable hall-mark, with an initial denoting the mint in which the assay was conducted.

56.] No. 64, dated 29th January 1891.

From—P. H. DASTUR, Esq., City Magistrate, Ahmadabad,

To—The Collector of Ahmedabad.

In returning the accompanying, I have the honour to report that I have consulted the Cutch goldsmith and many other dealers in gold and silver plate in this city and find that there is no direct export trade in gold and silver ornaments from Ahmedabad to the United Kingdom, and there appears, therefore, no necessity for introducing any hall-marking system in this place.

With regard, however, to the several points noticed in the Government Resolution under reference, I beg to state that the local opinion, as far as it could at present be ascertained, is as follows:—

(1) The assay, if any, is to be introduced, should be optional. Here the silversmiths use metals of two or three descriptions while making an ornament, and this, they say, is absolutely necessary for the delicate carving which has to be done, and if any compulsory assay is introduced, it would be difficult for these ignorant workmen to conform accurately to the standard fixed, and might result in a serious discouragement of the industry which it is the intention of Government to foster.
(2) The rupee standard should be adopted. It is scarcely true, as far as this and many other large cities are concerned, that the majority of the silversmiths use silver obtained by melting coins. They use the metal obtained from the bullion dealers in the market, and they can easily conform to the rupee standard, if introduced. Those who fail to do so will not get the advantage of the hall-marking, but need not otherwise be debarred from exporting their goods.
(3) Assay offices should be located in Bombay, Calcutta, and, perhaps, Madras. These are the only three places where silverware in any quantity is likely to be exported to the United Kingdom, and if any silversmith in other towns and cities is desirous of exporting direct, he could easily arrange with his agent in the capital cities to take his ware to the mint for hall-marking. This would cost him less than if hall-marking centres were introduced in all large places.
(4) The touchstone method of assay should be adopted. This process being the easiest, is well known for testing ready-made ornaments, and no difficulty has yet been experienced in getting the articles assayed approximately by this method.
(5) As to the fees to be charged, it must depend entirely on the additional expenditure to be incurred for hall-marking, and so long as this is not known, no opinion could be expressed. It should, however, be as small as possible, in order that the assay, though voluntary, may be availed of largely by the people and the export stimulated. For the touchstone method, one pice alone is charged in the market here.
(6) The sixth point is one on which I am not competent to give my opinion, nor can the dealers here express any desire on this subject. Of course it should be one which would be easily distinguishable and at the same time not such as would disfigure the articles assayed.

57.] No. 355, dated 31st January 1891.

From—C. E. FROST, Esq., Collector of Ahmedabad,

To—The Commissioner, Northern Division.

Proposed establishment of a system of hall-marking in India.

In reply to your No. 5140, dated 8th ultimo, I have the honour to forward copy of a report by the City Magistrate after consulting the Cutch silversmith as requested by you and other dealers in silverware in the city of Ahmedabad.

2. On the five points touched upon in the report, the conclusions appear reasonable, and like the manufacturers and the City Magistrate, I am unable to offer an opinion on the sixth point. I write with diffidence on the subject, but I am of opinion that the rupee standard would do more harm than good as being too low. If you want to get good silver work done in India, it is usual to bargain for a higher class of silver being used; that is my impression.

58.] Dated 13th February 1891.

From—W. F. PARSON, Esq., Secretary, Bombay Trades Association,
To—The Under Secretary to the Government of Bombay, Financial Department.

I am directed by the Committee of the Bombay Trades Association to acknowledge receipt of Government letter No. 3916B., dated 1st December 1890, on the subject of the proposed introduction of a system of hall-marking in India, requesting the opinion of the Association thereon, and to state in reply that, as the Association has but little concern with the subject, they have no special observations to make beyond coinciding with such as have been put forward by the Bombay Chamber of Commerce, to which body those who are chiefly interested have already submitted their views.

59.] No. 561, dated 16th February 1891.

Memo. by—COLONEL E. W. TREVOR, Acting Commissioner in Sind.

The Commissioner in Sind has the honour, with reference to Government Resolution, Financial Department, No. 3916 of 1st December 1890, to report on the proposed establishment of a system of hall-marking, to forward copy of a letter from the Secretary to the Karachi Chamber of Commerce, giving the views of the Chamber on the subject.

2. There is no manufacture of plate in Sind, except on a small scale in the town of Karachi. The Karachi manufacturers are of opinion that—

(*a*) Hall-marking should be made compulsory.
(*b*) The standard should be the same as in England.
(*c*) Hall-marking should be done at the Mints at Calcutta and Bombay, and the Customs Houses at Rangoon, Madras, and Karachi, and that for this purpose there should be an Assay Officer at each of the three Customs Houses. The fees to be charged to be those charged at Bombay, *viz.*, one anna per tola for gold and two annas per cent. for silver plate.
(*d*) If Assay Officers cannot be appointed for the three Customs Houses, then the postage charges for sending plate to Bombay or Calcutta to be hall-marked, to be reduced 50 per cent.
(*e*) The hall-mark to be an impression indicating the Assay Office and the standard of fineness of the metal.

3. The Acting Commissioner concurs in the views of the Karachi Chamber of Commerce—

(*a*) That compulsory hall-marking, under the conditions that obtain in India, is impracticable.
(*b*) That optional hall-marking may prove useful to manufacturers who wish to establish a position for their wares.
(*c*) That the repeal of the duty will not be of much benefit to Indian silversmiths till compulsory hall-marking in England is abolished.
(*d*) That, if possible, a system should be devised for indicating on Indian plate that it has been manufactured in India, and for securing plate so marked free entry into the United Kingdom.

4. The touchstone process would probably be quite accurate enough for the purposes of trade. Being ignorant of what the cost of an office for assay by the touchstone process would be, the Acting Commissioner is unable to form an opinion as to where such offices should be located or what fees should be charged.

5. The distinguishing marks might be a conventional sign indicating the standard of fineness and another indicating the office of assay.

60.] Dated 31st January 1891.

From—J. L. F. BEAUMONT, Esq., Chairman, Karachi Chamber of Commerce,
To—The Acting Commissioner in Sind.

I have the honour to acknowledge receipt of your No. 4279, asking for the Chamber's opinion on the proposed establishment of a system if hall-marking in India.

While admitting the desirability of some system of marking which will establish a certain position for Indian silver plate, my Committee are of opinion that the difficulties attendant upon the fixing of an arbitrary standard, such as will really meet the requirements of Indian trade, are sufficiently great to preclude compulsory marking.

My Committee think that optional hall-marking in India may prove useful, inasmuch as it will enable silversmiths, who may be desirous of doing so, to establish a position for their plate, while it will not interfere with those who, by reason of distance from the Mints or from other causes, may be prevented from submitting their manufactures for the necessary testing.

I am further desired to say that the repeal of duty is of no practical benefit to Indian silversmiths, unless compulsory hall-marking in England is abolished; at the same time my Committee would suggest some distinguishing mark being put on all Indian plate, clearly defining it as manufactured in this country, and that this distinguishing mark should entitle all plate bearing it to a free entry into the United Kingdom.

61.] No. 342—1891, dated 19th February 1891.

From—Mr. N. CURSETJI, Merchant,
To—The Collector of Ahmednagar.

In returning herewith Government Resolution No. 3916, dated 1st December 1890, and its accompaniments, which you have so kindly sent me for expressing my opinion about the introduction of hall-marking system in India, I beg to observe as follows:—

The abolition of import duty on silver in England has no donbt to a small extent benefited the manufacturers of silver artware in India, and I know in Nagar. Orders from private gentlemen have increased from the date of the abolition of the duty, but no orders to speak of are received from any dealers or merchants for the Indian silverware for sale in England, although the work has made quite a name there during the recent Colonial Exhibition. The reason I think may be the compulsory hall-marking system in England made applicable even to the manufactured and finished articles of India when sent there for sale. The hall-marking system in England renders Indian articles generally unsaleable, as I believe it requires chipping or dissolving a portion of the articles which disfigure the work, and the articles themselves are made useless.

As regards the remedy suggested of getting over the hall-mark difficulty in England on Indian art manufacture in silver, namely, of introducing the hall-marking system in India itself, whether of a compulsory or voluntary nature, I would point out that nearly all the silversmiths in this country are families of very moderate means and work for labour with their own hands and with very small capital at their commands, and these will certainly have to give up their business if a compulsory hall-marking system were introduced, but even if a voluntary system were introduced, few will ever take the trouble, risk and expenditure to send their goods to the central places where the hall-mark offices might be opened. The native silversmith hardly knows the process of refining silver by separating it from other inferior metals which is so easily done in England. This makes the silver used in ornaments impure every time it is melted and re-made into ornaments, owing to the base metal being used in soldering; if the standard of test were fixed at the rupee silver or the like, they will never be able to produce metal of the test purity. In India silverware are generally sold according to their purity ascertained by the touchstone generally, and very rarely by putting the article in the fire; so that the seller and the purchaser both know what purity of articles the one sells and the other buys. This leaves no necessity of the hall-marking. If in the same manner the hall-marking system were abolished in England, it would certainly give a great impetus to the silver art manufacture of India, and our rupee will certainly improve in value as regards the English money. Hall-marking system is, I think, a block in the way of free trade in silverware. The buyer and seller ought to be left free to buy and sell articles of any standard of purity. And to assist them in ascertaining the standard of purity, private enterprize for hall-marking amongst the dealers in gold and silver in both the countries may be encouraged. From the above, it will be seen how unsuitable is the introduction of any system of hall-marking in India and that if it were introduced, it would altogether discourage rather than give any encouragement to the manufacture of silverware in the mofussil, at least amongst the poor labouring class of silversmiths who are earning their livelihood by their retail small industry.

62.] *Précis of the reports of the Collectors in the Central Division, on the subject of the proposed establishment of a system of Hall-marking in India.*

Sholapur.—From the enquiries made by the Huzur Deputy Collector among some leading sonars and shroffs, he learnt that there were no artizans at Sholapur who prepared articles for sending to England or any other country in Europe, and that they knew nothing and had no idea of hall-marking. They consequently expressed their inability to give any opinion on the subject under consideration.

Nasik.—Mr. Porteous reports that several of the leading workers in gold and silver have been consulted, that they all avow their ignorance of everything connected with the export of silver and goldware to England, and that, therefore, they are unable to give any opinion on the points raised. He states that the fineness of silver is usually stated in annas. Silver, finer than 17½ annas, is never used by manufacturers in Nasik; what is generally used in the manufacture of goods for export to Bombay and elsewhere is assayed at 16, 16½ or 17 annas; what is used in making ornaments for local sale is inferior. The Collector adds that Government silver coins are very rarely melted down to be re-manufactured into silver goods; that their fineness is taken to be much less than 16 annas; that silver goods are assayed at Nasik either by the *Rava* or cupellation process or by the touchstone; and that the *Rava* process is invariably used in assaying wares of the fineness of 16 annas and above, while inferior silver is commonly tested by the touchstone.

Poona.—The City Magistrate, Mr. Plunkett, who was referred to by the Collector, reports that several of the leading dealers in gold and silver and sonars in Poona city were invited to meet him, and that their opinions were asked on the passage in the Government Resolution, when they agreed unanimously—

(1) that the repeal of the duty on silver and gold plate would not appreciably encourage the local manufacturers to manufacture for exportation;

(2) that the adoption of an Indian silver hall-mark would not probably be availed of locally on account of the cost and risk attending the transit of articles to Bombay for purposes of assay;

(3) that there would be no objection to Indian plate bearing a mark or letter defining it as Indian, and that, when so marked, it should be allowed free sale in England without assay;

(4) that as regards a standard of fineness the rupee standard should be recognised;

(5) that the assay, if introduced, should be made optional to suit the circumstances of manufacturers working at a distance from an Assay office; and

(6) that the Assay office should be at a the Presidency Mint.

Mr. Plunkett adds that the persons invited were unable to give a decided opinion on the process for assay, but that they were in favour of the touchstone process.

Satara.—Mr. Candy reports that he consulted some of the leading sonars in Satara, and has elicited the following information on the first four points of paragraph 5 of the Government of India's letter:—

(1) The assay should be optional.
(2) The bullion standard of fineness should be adopted.
(3) There is no necessity for additional Assay offices.
(4) The process of the touchstone, which is simple and convenient, should be adopted as it does not involve any injury to the ware.

Mr. Candy adds that, though silverwares are manufactured in his district, there does not exist a regular trade of such articles with foreign countries, and that, therefore, no opinion likely to throw light could be obtained from the native traders on the points touched on in paragraphs 11 and 12 of the Government of India's letter.

Ahmednagar.—Mr. Waddington consulted Messrs. Cursetji & Sons, as being the only persons in Nagar having any interest in the matter, who were likely to give an opinion of value.

Mr. Cursetji is of opinion that the introduction of any system of hall-marking in India is unsuitable, and that if one were introduced, it will altogether discourage rather than encourage the manufacturer of silverware in the mofussil, at least amongst the poor labouring class of silversmiths, who are earning their livelihood by their small retail industry.

Khandesh.—Mr. Loch states that he endeavoured to obtain the opinions of the sonars in some of the chief towns of Khandesh, but that it is evident from their answers that they do not understand the assay question, as they have never had anything to do with the export trade.

The Collector further states that the sonars consulted wish the assay to be optional, that their answers as to the standard of fineness are not intelligible; that the Chopda sonars suggest that the Assay Office should be at the Mint; that the Parola sonars wish it to be in the district, and that the others have no views in the matter.

Mr. Loch adds that the test by the touchstone is generally approved, and that, as to the fees the Chopda sonars suggest two pies in the rupee, and that there should be an official stamp to show that goods have been assayed.

(Sd.) J. MOORE,
Commissioner, Central Division.

63.] No. 286, dated 6th April 1891.

From—MOTILAL LALBHAI, Dewan of Cutch,
To—The Political Agent, Cutch.

With reference to your office letter No. 914 of the 24th December last, I have the honour to state that the principal manufacturers of gold and silverwares in Cutch have been consulted on the points noted in paragraphs 5, 11, and 12 of the Government of India Resolution No. 5261 of 5th November 1890, and it appears, from what they have urged, that they do not view with much favour the introduction of a system of assay and hall-marking, apprehending that it will cause several inconveniences and obstacles, and owing to the payment of fees it will entail from which they are at present free.

2. As a general rule, they do not make their articles for consignment to England or other foreign countries for sale on their own account, and the abolition of duties on gold and silver plate in the United Kingdom has apparently hitherto had no material effect on their trade.

3. They confine themselves mostly to the manufacture of silver articles on orders received from Native and European gentlemen, and for sale in different parts of India, and as they are generally made of pure unalloyed metal, the fact can be easily certified by a mark to be impressed on them at the Durbar Mint at Bhuj, if necessary.

4. But if the introduction of a system of assay is for any reasons considered necessary,—

(1) the assay should be optional;
(2) the standard should be 14¾ wals per half tola;
(3) the Assay office for Cutch should be the Bhuj Mint;
(4) the method of assay for gold should be the touchstone, and for silver any that may be most convenient;
(5) the rate of fees should be as light as possible.
(6) the mark for Cutch wares should be one of the signs of the coat-of-arms of His Highness the Rao.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture, No. 1315 M. & E., dated 28th March 1894.

MUSEUMS and EXHIBITIONS.

READ—

Resolution of the Government of India in the Department of Revenue and Agriculture, No. 7—3, dated 19th February 1894, intimating the arrangements that had been made by the Government of India in connection with the Antwerp Exhibition.

RESOLUTION.

In continuation of the Resolution read in the preamble, the Government of India desire to intimate that they have availed themselves of the services of Mr. Gerald R. deCourcy-Perry, Her Majesty's Consul-General at Antwerp, as Commissioner for the Government of India at the Exhibition, to officially represent their interests at the Exhibition.

ORDER.—Ordered that this Resolution be published in the Supplement to the *Gazette of India* for general information, and that copies be forwarded to all Local Governments and Administrations with the request that it be republished in the local Gazettes.

(True Extract.)

M. FINUCANE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. Saturday, March 17th, 1894.

General Summary.—The first part of the week was marked by anti-cyclonic conditions prevailing in Northern India, accompanied by unusually low temperatures and generally fine weather. On the 15th the anti-cyclonic conditions began to give way and there was a rapid increase of temperature, which continued to the end of the week, giving rise to irregular changes of pressure which in their turn, caused slightly unsettled weather with local thunderstorms and duststorms over a large part of the country. On the 17th a slight depression appeared over Malabar which gave moderately heavy rain in Southern India and Ceylon. By the close of the week ordinary hot-weather conditions were established over the greater part of the country. The mean temperature for the whole week for the whole of India was nearly 2° below normal.

Daily Summary.—*Sunday.*—Pressure increased rapidly in the East Punjab and Rajputana and slightly to rapidly at the Punjab Hill stations, but gave way slightly at the North-Western Provinces Hill stations. The depression noticed the day before had thus filled up to a great extent and had moved eastwards. Pressure also had given way in North-Eastern India and a shallow depression covered Chota Nagpur. Winds had strengthened on the Bengal and Orissa coasts. Thunderstorms with hail and snowstorms were reported from the Upper India Hill stations and rain from a few other stations. Trivandrum received 1·47 inches. Strongly marked anticyclonic condition obtained in North-Western India.

Monday.—Pressure continued considerably in defect at the Upper India Hill stations; but higher pressure than usual, accompanied by a continuance of anticyclonic conditions, prevailed in North-Western India. The depression in Chota Nagpur had partially filled up and had moved eastwards to East Bengal. Strong westerly winds were blowing in the Gangetic plain and had extended into West Bengal; and northerly winds were reported from False Point, Saugor Island, and from stations in Central India, the Central Provinces, and on the Sind and Kathiawar coasts. These caused an unusually large decrease of humidity at many stations, at several the decrease exceeding 50. The lowest humidity percentage recorded was 11 at Hyderabad (Sind). Thunderstorms and rain were reported from some stations in Bengal and Assam and from Colombo. Calcutta received 1·01 inches. Unusually cool weather prevailed over Northern and Central India.

Tuesday.—The decrease of temperature in North-Eastern India caused a rapid rise of pressure in that area and pressure was there considerably in excess. Winds had fallen off in strength in Northern India, and the great majority of the Punjab stations reported calms. Light showers fell in Baluchistan, Sibsagar, and Gnatong. Chittagong received 1·80 inches.

Wednesday.—Pressure increased briskly in the Punjab and Upper Sind, thus emphasizing the anticyclonic conditions in Northern India. Pressure was

everywhere above the normal. Southerly winds were re-established on the Bengal and Orissa coasts, but were feeble in strength. Very light showers of no importance were reported from stations in the North Punjab.

Thursday.—Pressure changed very irregularly, and differed considerably in amount at neighbouring stations. It continued considerably above the normal in the North Punjab and North-Eastern India, but anticyclonic conditions were giving way slowly in Northern India. Winds increased in strength in the Bengal and Orissa coast districts. The humidity percentage was very low in Central India, Berar, and the Central Provinces; Pachmarhi registering 19 and Khandwa 20 per cent. Light showers were reported from a few stations.

Friday.—The barometer continued to change irregularly, but generally by small amounts, and the distribution of pressure was practically unchanged. Winds were very unsteady on the Madras and Bombay coasts. Light rain of no great importance fell in Upper India and in the extreme south.

Saturday.—Pressure increased in North-Western India and was considerably in excess in that part of the country, but it had commenced to give way in North-Eastern India and was normal in that area. Barometric changes in the Peninsula were irregular and a shallow depression was formed off the Malabar coast, giving moderately heavy rain in Southern India and West Ceylon. Tinnevelli received nearly 3 inches, Trivandrum 2·14 inches, and Colombo 1·81 inches. Abnormal northerly winds continued in Sind and Kathiawar due to the high pressure conditions in Upper India. Duststorms and thunderstorms occurred in Berar and the Central Provinces.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different Provinces of India :—

Province.	March 1894.							Mean variation of week.
	11th.	12th.	13th.	14th.	15th.	16th.	17th.	
Burma	− 0·2	0	+0·4	0	−1·2	−0·4	+0·5	−0·1
Bengal and Assam	+ 0·2	−2·1	−5·7	−3·6	−1·8		+0·9	−1·8
North-Western Provinces and Oudh	− 3·3	−8·3	−7·1	−4·3	−2·2	−0·6 +1·2	+2·2	−3·1
Punjab	− 9·1	−8·3	−5·0	−3·5	+0·8	−2·8	−1·6	−4·2
Bombay	− 0·8	−3·0	−1·0	−0·3	+1·0	+1·7	+1·7	−0·1
Central Provinces and Berar	− 1·3	−5·7	−7·1	−3·2	−1·5	+1·8	+4·0	−1·9
Central India and Gujarat	− 7·2	−9·7	−8·8	−3·4	−0·1	+2·2	+3·8	−3·3
Sind and Rajputana	−10·4	−9·0	−5·2	−1·0	+1·0	+3·0	+2·5	−2·7
Madras	+ 1·5	+1·2	+1·4	+0·2	−1·0	−1·4	−1·7	0
Mean for whole of India	− 3·4	−5·0	−4·2	−2·1	−0·5	+0·5	+1·4	−1·9

The mean temperature for the whole of India was considerably below the normal during the first three days of the week, but it rose rapidly on the 14th and continued to rise steadily till the close of the week, when it was 1·4° in excess. In the Punjab temperature was in defect on every day of the week, though the defect decreased from as much as 9·1° on the 11th to only 1·6° on the 17th. The greatest differences in temperature, however, occurred in Sind and Rajputana where temperature ranged from 10·4° below normal at the commencement of the week to 3° above on the 16th. In Burma and Madras the variations were small, and the mean temperature for the whole week was normal

in these provinces and in Bombay. The mean temperature for the whole week for the whole of India was 1·9° in defect.

Rainfdll.—The rainfall of the week has been below the normal. Of the 52 rainfall divisions only 21 received rain, the average fall for the week not exceeding a tenth of an inch in the case of 12 of them. Only two received over an inch, namely, Madras (South) 1·46 inches and Assam (Surma) 1·14 inches. The fall exceeded the normal in 8 divisions, *viz.*, East Bengal, Khandeish, Berar, Central Provinces (West); and, in the south, Malabar, Mysore East Coast (South) and Madras (South). In Madras (South) the excess amounted to 1 26 inches and in Malabar 0·49 inches: in all the other divisions the excess was very small, only in one case exceeding a tenth of an inch. From the following rainfall table it will be seen that during the period 4th to 17th March the rainfall has been in excess in most divisions of the Punjab, in the submontane (B) division of the North-Western Provinces, in East Bengal, Central Provinces (West); and in Malabar, East Coast (South), and Madras (South). The variations from the normal are, however, in all cases small.

The stations at which the largest amounts were received during the week are Tenkarai (Tinnevelli) 4·11 inches, Trivandrum 3·86 inches, and Tinnevelli 3·02 inches, of which nearly 3 inches fell on one day, the 17th March.

Province.	Division.	Rainfall data for week ending 17th March 1894.			Rainfall data from 4th March to 17th March 1894.		
		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, 4th March to 17th March.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·06	—0·06	0	0·08	—100
	Lower Burma	0	0	0	0	0	0
	Central ditto	0	0·04	—0·04	0	0·06	—100
	Upper ditto	0·01	?	?	0·63	?	?
	Arakan	0	0·07	—0·07	0·06	0·13	— 54
Bengal and Assam	Eastern Bengal	0·68	0·60	+0·08	2·36	1·05	+125
	Assam (Surma)	1·14	2·00	—0·86	2·63	3·24	— 19
	Ditto (Brahmaputra)	0·50	0·90	—0·40	1·28	1·49	— 14
	Deltaic Bengal	0·21	0·30	—0·09	0·65	0·65	0
	Central ditto	0	0·19	—0·19	0·08	0·39	— 79
	North ditto	0	0·28	—0·28	0·02	0·50	— 96
	Orissa	0·01	0·17	—0·16	0·23	0·45	— 49
	Chota Nagpur	0	0·35	—0·35	0·01	0·65	— 99
	Bihar (South)	0	0·07	—0·07	0·01	0·20	— 95
	Ditto (North)	0	0·06	—0·06	0	0·23	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·04	—0·04	0·09	0·13	— 31
	North-Western Provinces (Submontane) (*a*).	0	0·04	—0·04	0·02	0·17	— 88
	Oudh (South)	0	0·05	—0·05	0·02	0·17	— 88
	Ditto (North)	0·02	0·09	—0·07	0·22	0·26	— 15
	North-Western Provinces (Central).	0	0·03	—0·03	0·08	0·16	— 50
	North-Western Provinces (West).	0	0·06	—0·06	0·10	0·22	— 55
	North-Western Provinces (Submontane) (*b*).	0·01	0·30	—0·29	0·88	0·77	+ 14
Punjab	Punjab (South)	0	0·13	—0·13	0·11	0·29	— 62
	Ditto (Central)	0	0·13	—0·13	0·23	0·32	— 28
	Ditto (Submontane)	0	0·21	—0·21	0·79	0·65	+ 22
	Ditto (Hill Districts)	0·13	0·79	—0·66	3·37	1·65	+104
	Ditto (North-West)	0·20	0·28	—0·02	1·04	0·78	+110
	Ditto (West)	0·05	0·09	—0·04	0·72	0·25	+188
Bombay and Malabar Coast Districts (Madras).	Malabar	0·70	0·21	+0·49	0·72	0·32	+125
	Madras (South Central)	0·10	0·11	—0·01	0·11	0·22	— 50
	Coorg	0	0·22	—0·22	0	0·44	—100
	Mysore	0·05	0·04	+0·01	0·05	0·11	— 55
	Konkan	0	0	0	0	0·01	—100
	Bombay-Deccan	0	0·02	—0·02	0	0·03	—100
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·03	0	+0·03	0·03	0	...
Central Provinces and Berar.	Berar	0·04	0·03	+0·01	0·04	0·05	— 20
	Central Provinces (West)	0·10	0·02	+0·08	0·10	0·04	+150
	Ditto ditto (Central)	0·04	0·12	—0·08	0·08	0·20	— 60
	Ditto ditto (East)	0	0·16	—0·16	0·01	0·38	— 97
Bombay (North)	Gujarat	0	0	0	0	0	0
	Kathiawar	0	0·02	—0·02	0	0·08	—100
	Sind	0·01	0·04	—0·03	0·03	0·19	— 84
Rajputana and Central India.	Central India (East)	0	0·02	—0·02	0	0·04	—100
	Rajputana (East), Central India (West).	0	0·04	—0·04	0·05	0·10	— 50
	Rajputana (West)	0	0·01	—0·01	0	0·02	—100
Madras	East Coast (North)	0	0·08	—0·08	0·11	0·21	— 48
	Ditto (ditto) (*a*)	0	0·15	—0·15	0	0·16	—100
	Hyderabad (South)	0	0·27	—0·27	0	0·35	—100
	Madras (Central)	0	0·04	—0·04	0	0·06	—100
	East Coast (Central)	0	0·04	—0·04	0	0·11	—100
	Ditto (South)	0·16	0·02	+0·14	0·16	0 11	+ 46
	Madras (South)	1·46	0·20	+1·26	1·46	0·36	+306

W. A. BION,
Actg. Assistant Meteorological Reporter to the Government of India.

Simla, the 22nd March 1894.

M. FINUCANE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 24th March.*—Heavy showers in the Nilgiris, and the Southern, and parts of West coast and Central districts. Cultivation generally at a standstill, except under wells. Standing crops generally good, except cotton in parts. Harvest almost over, yielding about average. Pasture scarce, but fodder sufficient and cattle in good condition. Prices almost unaltered, though slightly easier in the Central and Southern districts.

Bombay.—*For week ending 28th March.*—Rain generally slight in parts of thirteen districts. Standing crops damaged by blight, frost, hail, or rain in parts of three districts; otherwise good, except cotton in parts of Gujrat. Reaping of late crops progressing throughout the presidency, and ploughing and sowing operations in progress in eight districts Cotton-picking progressing in five districts. Prices steady, except in one district. Agricultural stock good, and fodder sufficient, except in parts of Baroda. Numbers on relief works in Baroda 670.

Bengal.—*For week ending 24th March.*—There was practically no rain during the week. In some districts rain is required for spring rice and for the cultivation of lands for autumn rice and jute. In North and East Bengal the sowing of autumn rice and jute has begun. The spring harvest is in full progress, and prospects are generally good, except in Noakhali and Chittagong, where the crop lately suffered from excessive rain. In Nadia the outturn of the spring crops is estimated to be below the average. The collection of opium is nearly finished; the yield has been reduced by blight, the loss being considerable in Shahabad and about one-third in Sewan. A good crop of *Mahua* (*Bassia latifolia*) is being gathered in Chota Nagpur and the Sonthal Parganas. Fodder and water are generally sufficient. Cattle are in good condition, except in parts of the Madaripur Sub-division of Faridpur. Prices of common rice are stationary.

North-Western Provinces and Oudh.—*For week ending 28th March.*—Weather clear and seasonable. Spring harvesting continues and threshing operations commenced in places. Opium collections nearing completion. Sowing and irrigation of sugarcane in progress. Slight damage has been caused by hail in part of the Almora district and in a few villages in the Saharanpur district. Prospects good. Supplies and fodder abundant. Prices fairly steady, but are falling in Lucknow, Partabgarh, and Aligarh.

Punjab.—*For week ending 28th March.*—Light rain fell in seven districts. Sowings of extra spring crops in progress. Sugarcane juice being expressed. Land is being prepared for the coming autumn crops. Cotton cultivation commenced. Condition of standing crops good. Crops have been injured by field rats in parts of Lahore. The recent rain has produced rust in parts of Dera Ismail Khan. Cattle generally in good condition, and fodder is said to be sufficient throughout the province. The poppy crop is in good condition. Prices stationary in four districts; falling elsewhere.

Central Provinces.—*For week ending 28th March.*—Weather occasionally cloudy with slight falls of rain in places. Prospects growing very serious in Saugor. Wheat and other winter crops in Damoh a complete failure. Linseed very considerably damaged in Damoh and Jubbulpore. The pulse crops are very fair. Fears are entertained that the supply of fodder will probably run out in Saugor as there will be little or no chaff. Prospects fair in Nagpur and Chhattisgarh country.

Burma.—*For week ending 24th March.*—A slight shower of rain fell in Yeu only. In Lower Burma harvesting of wet-weather paddy completed everywhere. In Upper Burma cultivation of dry-weather paddy progressing, and gram and wheat harvest in progress. Standing crops in good condition and prospects generally favourable, except in Pakokku and Myingyan, where the sudden rise of the river has caused some damage. Supply of fodder and water sufficient. There have been slight local fluctuations in the price of paddy in eight districts and a considerable fall in the price of rice in Pakokku and the Southern Shan States; elsewhere prices are stationary.

Assam.—*For week ending 27th March.*—Weather warm. Early rice ploughing and sugarcane-pressing continue. Tea-plucking commenced. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 28th March.*—MYSORE: Crops and prospects good. *Ragi* (*Eleusine coracana*) harvested in parts of Bangalore. Rice sown in parts of Tumkur and Shimoga. Prices fallen in two districts.

COORG: Rain excessive in some parts. Manuring of rice fields and threshing of *ragi* (*Eleusine coracana*) in progress. Coffee blossomed. Prices stationary. Water and fodder sufficient for cattle.

Berar and Hyderabad.—*For week ending 28th March.*—BERAR: Rainfall moderate during the week. Weather warm. Land being prepared for ensuing crops. Fodder reported scanty in parts of the Akola district. Water-supply sufficient. Slight variation in the price of wheat in one taluka only.

HYDERABAD: No rain during the week. Harvesting of spring crops continues. Weeding of hot-weather crops in progress. Prices steady.

Central India.—*For week ending 28th March.*—Report not received.

Rajputana.—*For week ending 28th March.*—Agricultural operations, standing crops, and cattle, generally satisfactory. Prospects generally good, but damage to crops from rats and insects is reported from Marwar, Ajmere, and Dholepore. Signs of scarcity in some villages of Bikaneer. Harvesting continues. Pasturage or fodder sufficient. Prices falling in three States; steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 27th March.*—Weather again fine. Prospects of spring crops good. Rapeseed healthy. Ploughings for autumn crops going on. Water ample. Prices stationary.

JAMMU PROVINCE.—*For week ending 22nd March.*—Weather bad in Skardu; snowfall unusually heavy and spring sowings delayed. In other districts crops fair. Prices stationary.

Nepal.—*For week ending 24th March.*—Weather fine and warm. Prospects fair.

M. FINUCANE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 18TH MARCH 1893, AND FROM 1ST JANUARY TO 17TH MARCH 1894.

N.B.—As regards the figures in column *Total Earning: from 1st January 1894* audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 18th March 1893.			Week ending 17th March 1894.			Earnings from 1st January to 18th March 1893.	Earnings from 1st January to 17th March 1894.	Increases during the 1st-half of 1894.	Decreases during the 1st-half of 1894.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	619	1,634	11,20,223	691	1,634	10,43,401	639	1,11,67,197	1,24,05,024	12,37,827	...
Bengal-Nágpur	180	803	1,62,882	189	862	2,02,127	234	17,11,089	18,52,628	1,41,539	...
Indian Midland	145	752	1,14,603	152	752	1,09,612	140	12,30,503	12,91,507	60,914	...
Bezwada Extension	96	21	1,873	89	21	959	46	25,375	15,091	...	10,284
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,54,334	326	1,719	4,68,920	273	55,16,683	57,72,830	2,56,147	
South Indian	157	1,043	1,52,247	146	1,043	1,50,724	145	17,01,488	14,32,505	...	2,68,983
Southern Mahratta (*b*)	109	1,107	1,14,473	103	1,164	1,30,624	112	12,03,854	12,58,867	55,013	...
Bengal and North-Western (*c*)	162	756	1,21,390	161	756	1,05,090	139	12,80,748	12,47,089	...	39,659
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	22,788	102	229	24,242	106	1,80,567	2,23,049	42,482	...
Pálanpur-Deesa	...	...	...	...	16	1,010	63	...	8,220	8,220	...
TOTAL	272	8,098	23,73,813	293	8,196	22,36,769	273	2,40,23,594	2,55,06,810	14,83,216	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	7,29,921	291	2,507	7,19,318	287	62,68,088	68,63,601	5,95,513	...
Oudh and Rohilkhand (state)	272	692	2,01,490	291	741	2,21,368	299	19,25,378	21,81,830	2,56,452	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	2,03,936	262	813	2,11,000	259	22,21,646	27,27,267	5,05,621	...
Bengal Central (*e*)	120	125	16,588	133	125	15,150	121	1,75,052	1,58,085	...	16,667
East Coast (state)	55	91	(*f*)4,971	55	266	22,088	83	(*f*)16,899	2,12,485	1,95,586	...
Metre gauge—											
Burma (state)	224	715	1,85,452	259	730	1,86,297	255	21,51,765	18,56,451	...	2,95,314
Special gauges—											
Jorhát (state provincial)	46	28	1,211	43	28	1,166	42	11,174	11,514	340	...
Cherra-Companyganj (state provincial)	58	8	475	59	8	450	56	5,422	5,028	...	394
TOTAL	231	4,945	13,44,044	272	5,218	13,76,837	264	1,27,76,024	1,40,17,161	12,41,137	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	7,95,961	534	1,490	9,20,894	618	96,04,062	1,05,30,513	8,36,451	...
Bombay, Baroda and Central India	765	461	3,52,055	764	461	3,35,000	727	33,18,820	35,04,550	1,85,730	...
Madras	242	840	2,07,401	247	840	2,02,662	241	22,71,000	20,70,708	...	2,00,958
TOTAL	525	2,791	13,55,477	486	2,791	14,58,556	523	1,52,84,554	1,61,05,777	8,21,223	...
TOTAL (GUARANTEED AND STATE)	304	15,834	50,73,334	320	16,205	50,72,162	313	5,20,84,172	5,30,29,748	35,45,576	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	25,917	161	161	23,961	149	2,28,474	2,48,218	19,744	...
Tarkessur	277	22	6,303	289	22	5,976	272	66,945	68,457	1,512	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	12,145	181	67	7,555	113	57,037	99,940	42,903	...
Dibru-Sadiya	126	78	9,000	115	78	11,979	154	1,02,453	1,10,607	8,154	...
TOTAL	142	328	53,425	163	328	49,471	151	4,54,909	5,27,222	72,313	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	53,789	162	333	68,207	205	6,19,305	6,34,158	14,853	...
The Gaekwar's Petlád	103	13	1,487	114	13	1,110	85	15,230	12,167	...	3,063
Rájpura-Bhátinda	124	108	15,717	146	108	15,068	140	1,30,572	1,66,848	30,276	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	34,249	103	362	31,728	88	3,75,728	3,26,938	...	48,790
The Gaekwar's Mehsána	80	93	8,424	91	93	9,270	100	77,014	91,213	14,199	...
Kolhapur	83	29	2,064	71	29	1,919	66	27,980	22,303	...	5,623
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,845	81	72	5,150	72	56,291	55,069	...	1,222
TOTAL	125	979	1,21,575	124	1,010	1,32,452	131	13,68,126	13,08,756	630	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	50,753	152	334	49,710	149	4,74,480	4,59,817	...	14,663
Jetalsar-Rájkot	24	...	...	...	46	3,293	72	...	32,137	32,137	...
Jodhpur-Bickaneer	53	291	23,920	82	364	25,000	69	2,01,506	2,79,175	77,669	...
Special gauge—											
Morvi	70	94	6,419	68	94	6,321	67	69,272	74,669	5,397	...
TOTAL	93	719	81,092	113	838	84,324	101	7,45,258	8,45,798	1,00,540	...
GRAND TOTAL	282	17,860	53,29,426	298	18,381	53,38,409	290	5,45,92,465	5,83,11,524	37,19,059	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

SIMLA,
The 27th March, 1894.

H. P. BURT,
Assistant Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLVIII OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1893*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1892-93.	Week ending 18th March 1893.			Week ending 17th March 1894.			Earnings from 1st April 1892 to 18th March 1893.	Earnings from 1st April 1893 to 17th March 1894.	Increases in 1893-94.	Decreases in 1893-94.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	₹	*Miles.*	₹	₹	*Miles.*	₹	₹	₹	₹	₹	₹
State lines worked by companies.											
Standard gauge—											
East Indian	580	1,634	11,29,223	691	1,634	10,43,461	639	4,73,10,109	4,92,36,620	19,26,511	...
Bengal-Nágpur	140	863	1,62,882	189	862	2,02,127	234	57,08,560	61,91,418	4,82,858	...
Indian Midland	129	752	1,14,603	152	752	1,09,612	146	48,20,107	49,00,508	80,401	...
Bezwada Extension	80	21	1,873	89	21	959	46	97,338	94,255	...	3,083
Met gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,54,334	326	1,719	4,68,920	273	2,15,77,707	2,18,64,816	2,87,109	...
South Indian	139	1,043	1,52,247	146	1,043	1,50,724	145	75,89,609	74,68,879	...	1,20,730
Southern Mahratta (*b*)	87	1,107	1,14,473	103	1,164	1,30,624	112	45,33,268	57,44,585	12,11,317	...
Bengal and North-Western (*c*)	137	756	1,21,390	161	756	1,05,090	139	51,25,063	49,85,713	...	1,39,350
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	22,788	102	229	24,242	106	6,66,642	7,30,454	63,812	...
Pálanpur-Deesa	...	...	...	...	16	1,010	63	...	(*d*)12,612	12,612	...
TOTAL	243	8,098	23,73,813	293	8,196	22,36,769	273	9,74,28,403	10,12,29,860	38,01,457	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	7,29,921	291	2,507	7,19,318	287	2,48,14,260	2,88,27,610	40,13,350	...
Oudh and Rohilkhand (state)	235	692	2,01,490	291	741	2,21,368	299	80,49,732	85,32,259	4,82,527	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,03,936	262	813	2,11,000	259	1,14,26,628	1,21,76,506	7,49,878	...
Bengal Central (*f*)	120	125	16,588	133	125	15,150	121	7,52,431	7,39,292	...	13,139
East Coast (state)	...	91	4,971	55	266	22,088	83	(*g*) 16,899	(*h*) 6,83,535	6,66,636	...
Metre gauge—											
Burma (state)	194	715	1,85,452	259	730	1,86,297	255	68,90,025	60,93,295	...	7,96,730
Special gauges—											
Jorhát (state provincial)	46	28	1,211	43	28	1,166	42	64,398	68,050	3,652	...
Cherra-Companyganj (state provincial)	47	8	475	59	8	450	56	18,721	21,478	2,757	...
TOTAL	217	4,945	13,44,044	272	5,218	13,76,837	264	5,20,33,094	5,71,42,025	51,08,931	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	513	1,490	7,95,961	534	1,490	9,20,894	618	3,79,10,858	3,77,78,487	...	1,32,371
Bombay, Baroda and Central India	605	461	3,52,055	764	461	3,35,000	727	1,37,47,613	1,44,92,729	7,45,116	...
Madras	226	840	2,07,461	247	840	2,02,662	241	94,91,524	99,27,492	4,35,968	...
TOTAL	442	2,791	13,55,477	486	2,791	14,58,556	523	6,11,49,995	6,21,98,708	10,48,713	...
TOTAL (GUARANTEED AND STATE)	271	15,834	50,73,334	320	16,205	50,72,162	313	21,06,11,492	22,05,70,593	99,59,101	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	25,917	161	161	23,961	149	10,54,927	11,78,994	1,24,067	...
Tárkessur	252	22	6,363	289	22	5,976	272	2,77,720	2,73,393	...	4,327
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	12,145	181	67	7,555	113	3,95,179	4,45,755	50,576	...
Dibru-Sadiya	123	78	9,000	115	78	11,979	154	4,78,009	4,99,956	21,947	...
TOTAL	135	328	53,425	163	328	49,471	151	22,05,835	23,98,098	1,92,263	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	53,789	162	333	68,207	205	25,64,736	26,40,033	75,297	...
The Gaekwar's Petlad	96	13	1,487	114	13	1,110	85	62,146	58,111	...	4,035
Rájpura-Bhátinda	92	108	15,717	146	108	15,068	140	5,25,194	6,92,170	1,66,976	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	94	331	34,249	103	362	31,728	88	14,76,404	16,57,811	1,81,407	...
The Gaekwar's Mehsána	59	93	8,424	91	93	9,270	100	2,68,825	3,29,871	61,046	...
Kolhápur	67	29	2,064	71	29	1,919	66	96,975	1,08,664	11,689	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	5,845	81	72	5,150	72	2,37,155	2,34,569	...	2,586
TOTAL	107	979	1,21,575	124	1,010	1,32,452	131	52,31,435	57,21,229	4,89,794	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	50,753	152	334	49,710	149	16,73,780	19,47,418	2,73,638	...
Jetalsar-Rájkot	...	...	...	...	46	3,293	72	...	(*k*) 1,35,144	1,35,144	...
Jodhpur-Bickaneer	60	291	23,920	82	364	25,000	69	8,82,000	9,36,544	54,544	...
Special gauge—											
Morvi	65	94	6,419	68	94	6,321	67	3,06,693	3,17,604	10,911	...
TOTAL	80	719	81,092	113	838	84,324	101	28,62,473	33,36,710	4,74,237	...
GRAND TOTAL	251	17,860	53,29,426	298	18,381	53,38,409	290	22,09,11,235	23,20,26,630	1,11,15,395	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from 8th November 1893 to 17th March 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*h*) Total earnings of the Bezwada-Godávari section from the 1st April 1893, and of the Godávari-Vizianagram section and the Cocanada and Vizagapatam branches from the date of opening, *viz.*, 15th July 1893.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April 1893 to 17th March 1894.

SIMLA,
The 27th March, 1894.

H. P. BURT,
Assistant Secretary.

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SUPPLEMENT TO

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No. 14.} CALCUTTA, SATURDAY, APRIL 7, 1894.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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	...	...	...	...	12 0	11 8	14 2	15 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 12	256 12	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 1	11 3	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 7	14 7
Bassein	...	...	...	...	15 3	15 13	16 15	16 15	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	12 12	12 12	13 13	13 13	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	13 9	13 9	13 9	13 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 14	12 14	16 7	16 7	...	...	...	...	...	...	...	...	14 14	14 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	16 2	16 2	18 9	18 9	...	...	...	...	...	...	...	...	13 10	12 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	22 5	22 5	...	...	12 12	12 12	19 11	19 11	...	...	...	...	...	...	...	...	16 0	16 0	...	22 9	8 10	8 10	245 0	245 0	12 14	11 9
Upper Burma—																										
Mandalay	25 14	26 6	...	...	13 8	13 1	14 12	14 6	23 7	28 7	...	...	...	...	...	...	12 13	13 7	27 12	28 10	10 0	10 0	82 0	82 0	16 0	16 0
Bamo	...	...	...	...	7 10	7 10	9 6	9 6	...	...	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	9 10	9 0	12 0	11 0	35 0	32 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	...	...	...	...	15 3	13 7	16 4	14 4	...	...	...	...	...	...	...	...	18 4	11 0	35 2	51 5	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	16 0	14 6	18 0	17 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	18 10	18 10
Kyaukpyu	...	...	...	...	10 6	9 13	11 9	11 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	16 8	16 8
Akyab	...	...	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	240 0	250 0	12 8	12 8
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 12	8 5	9 10	9 10	...	...	...	...	...	...	...	...	16 0	14 8	...	...	...	...	...	...	9 8	9 8
Cachar	7 12	7 12	...	...	6 8	7 0	9 8	9 8	...	...	...	...	...	...	...	...	13 4	13 0	...	...	...	...	80 0	80 0	8 8	8 8
Khásia and Jaintia Hills	6 0	6 0	...	...	4 0	4 3	5 8	5 3	...	...	...	...	...	...	...	...	7 8	7 7	10 0	10 0	...	...	80 0	80 0	6 8	6 8
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	100 0	100 0	9 8	9 0
Kámrúp	8 8	8 8	...	...	8 0	8 8	11 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	9 0	8 8	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	...	...	10 0	9 0
Nowgong	...	...	...	...	8 0	8 0	12 0	13 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 8	8 8
Sibságar	...	...	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 4	6 8	10 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	4 0	4 0	5 0	5 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	...	...	12 0	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	10 0	10 0
Noakhali	...	...	...	...	10 0	10 0	11 4	11 4	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	...	...	8 0	7 4
Chittagong	11 4	11 0	...	...	11 8	10 12	13 0	12 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	80 0	80 0	10 0	10 0
Tippera	9 8	9 0	...	...	9 8	9 6	11 4	10 5	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 8	10 8	...	...	10 0	9 0
Dacca	12 0	12 0	...	...	8 8	8 8	10 8	10 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	20 0	20 0	120 0	120 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	100 0	100 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	10 0	10 0	11 4	11 0	...	...	...	...	...	...	...	...	12 8	11 0	...	...	9 8	9 8	160 0	160 0	8 0	9 0
24-Parganas	13 8	13 8	17 0	17 0	8 0	8 0	13 0	12 12	16 0	16 0	...	...	...	...	8 0	8 0	20 0	21 0	16 0	16 0	17 8	17 8	100 0	100 0	10 8	10 8
Midnapore	11 0	11 0	...	...	10 2	10 0	15 10	15 5	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 8	18 8	200 0	200 0	10 4	10 4
Howrah	...	...	...	...	11 4	10 6	12 8	12 10	...	...	...	...	...	...	...	...	...	...	...	...	11 10	11 8	105 0	105 0	10 0	10 0
Calcutta	13 0	13 3	16 0	16 0	7 8	7 8	10 0	10 0	20 0	20 0	15 12	16 0	..	...	8 0	8 3	15 0	15 4	21 0	21 6	19 6	19 6	94 0	94 0	11 0	11 0
Hooghly	14 5	14 5	20 8	20 8	8 4	8 4	11 8	11 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	12 8 and 18 4	18 4	160 0	160 0	10 0	10 0
Nadia (Krishnagar)	19 6	16 0	...	...	8 0	8 0	12 12	13 1	...	...	...	...	...	...	...	...	22 13½	22 13½	...	...	18 8	20 0	128 0	128 0	9 1	9 1
Jessore	10 4	10 0	...	...	9 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	13 4	15 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Faridpur	16 0	16 0	16 0	18 0	7 8	7 8	11 8	12 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	200 0	200 0	9 0	9 0
Central—																										
Bankura	16 4	16 3	...	...	12 10	12 8	16 1	16 0	...	...	...	...	...	...	...	...	17 8	17 0	...	...	13 0	13 0	320 0	320 0	10 2	10 2
Burdwan	13 0	13 0	...	...	12 4	12 4	15 0	15 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	18 0	80 0	80 0	10 8	10 8
Birbhum	9 12	9 12	...	...	12 0	12 0	15 12	15 12	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	13 8	200 0	200 0	11 0	11 0
Murshidabad	15 0	15 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Sonthal Parganas	12 8	12 8	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	21 0	21 0	19 0	20 0	130 0	130 0	10 0	10 0
Pabna	18 0	18 12	22 8	22 8	6 0	6 0	12 6	12 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	20 10	20 4	200 0	200 0	9 12	9 12
Bogra	13 8	13 8	...	...	9 12	9 15	13 8	14 4	...	...	...	...	...	...	...	...	15 0	15 15	...	...	...	...	90 0	90 0	9 0	8 10
Rajshahi	16 8	16 8	22 8	21 0	12 0	10 8	13 8	12 12	...	...	...	...	...	...	...	...	24 0	21 0	...	...	21 3	19 0	240 0	240 0	9 0	9 0
Malda	17 0	18 0	...	...	10 0	10 0	15 0	15 0	...	...	16 0	16 0	...	...	13 0	13 0	14 0	14 0	24 0	24 0	13 0	12 0	120 0	120 0	9 0	9 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 8	13 4	13 14	...	...	...	...	...	...	...	...	17 0	18 0	...	...	9 0	9 0	70 0	70 0	9 0	9 0
Dinajpur	11 0	11 0	...	...	10 12	10 12	14 0	14 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	19 0	19 0	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 0	13 8	13 8	9 0	9 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	15 0	16 0	...	10 0	10 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	11 13	10 8	...	...	7 14	7 14	17 4	17 2	...	...	...	...	...	...	...	...	13 11	14 7	...	...	17 11	17 12	80 0	80 0	10 8	10 8
Cuttack	14 7	14 7	...	...	10 8	10 8	16 7	16 7	...	...	...	...	...	...	...	...	17 12†	17 12†	...	...	21 0	21 0	80 0	80 0	9 4	9 4
Balasore	14 0	16 0	8 0	10 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	11 0	10 0	130 0	130 0	10 8	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	...	...	10 8 to 14	10 0 to 13 0	15 8 to 17 0	14 8 to 16 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0 to 17 0	28 0	28 0	20 0	19 0	...	...	9 2	9 2
Lohardaga	8 0 to 11 0	9 0 to 12 8	14 0 to 16 0	13 0	13 0 to 14 0	13 0 to 14 0	15 0 to 17 8	17 0	...	...	...	...	31 0	30 0	...	...	14 0 to 15 0	15 0 to 16 0	20 0	28 0	12 0 and 18 8	13 0 and 19 0	160 0	160 0	9 8	9 12
Palámau	13 8	12 15	...	...	11 4	11 4	15 12	14 10	...	...	...	...	...	23 10	...	...	...	16 14	23 10	23 10	20 4	...	...	...	9 0	8 7
Hazáribágh	12 8	12 8	16 0	16 0	8 0	8 0	15 0	15 0	...	...	...	...	24 0	23 0	...	...	16 0	16 0	18 0	18 0	18 0	18 0	240 0	240 0	8 0	8 0

† Kalai.

(*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1894—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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 chenna, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	15 12 to 17 5	16 12	16 13 to 17 14	21 0	10 0 to 12 0	13 10	14 11 to 15 12	15 12	...	...	...	...	...	...	12 10	12 9	22 0 to 24 2	24 2	19 15 to 21 0	19 15	16 13 to 21 0	23 1	126 0 to 168 0	126 0 to 168 0	10 0	10 0
Gaya	13 0	13 8	23 0	20 8	11 0	11 0	15 0	15 0	19 4	19 4	15 4	...	...	...	14 4	14 4	22 0	22 0	...	22 4	21 0	21 0	120 0	120 0	9 12	9 12
Patna	17 0 and 18 0	16 0 and 17 0	22 0	22 0	10 0	10 0	17 0	17 0	20 0	19 0	...	16 0	...	...	20 0	20 0	23 0	26 0	23 0	21 0	25 0	25 0	130 0	130 0	11 0	11 0
Shahabad	14 0	14 0	...	...	8 0	8 8	15 0	16 0	...	...	...	...	...	...	...	...	22 0	21 0	18 0	17 0	19 0	19 0	120 0	140 0	10 8	10 8
Bihár, north—																										
Purnea	18 0	18 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	25 0	24 0	...	...	16 0	20 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	16 6	20 3	20 3	12 10	12 10	16 6	16 6	...	...	...	...	...	...	...	...	20 3	20 3	21 4	21 7	16 6	20 3	126 8	126 12	10 1	10 1
Darbhanga	15 6	16 8	22 0	19 12	13 5	14 4	16 8	16 8	...	...	...	...	23 1	22 0	...	22 0	23 1	22 0	20 14	18 11	23 1	22 0	176 0	176 0	11 0	11 0
Muzaffarpur	13 0	13 0	20 0	20 0	8 0	8 0	14 1	15 0	...	...	...	...	20 0	20 0	18 0	18 8	19 0	22 0	18 8	18 0	21 8	21 8	160 0	160 0	11 0	11 0
Saran	14 0	14 0	20 0	16 0	10 8	10 8	14 8	14 8	...	...	...	...	20 0	20 0	18 0	18 8	22 0	22 0	20 8	19 8	24 8	24 8	200 0	200 0	10 0	10 0
Champaran	13 8	13 0	...	...	8 8	8 8	15 8	15 8	...	...	...	...	21 0	...	...	...	21 0	21 8	18 0	18 4	22 0	22 4	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	20 0	20 0	8 0	8 0	12 0	12 0	20 0	20 0	19 0	19 0	21 0	21 0	10 0	10 0	20 0	20 0	21 0	21 0	21 0	21 0	80 0	80 0	10 0	10 0
Benares	16 0	16 0	20 10	20 5½	8 15	9 5½	11 15	12 9	21 2	21 6½	19 12	20 0½	...	...	15 5	15 9¼	20 5	20 14	22 8	22 4	20 5	20 3	160 0	160 0	9 14	9 14
Ghazipur	14 8	13 8	22 8	17 8	7 12	7 12	11 4	11 4	18 0	17 0	20 0	17 8	...	...	15 0	15 0	21 0	20 0	21 0	20 0	21 0	20 0	110 0	110 0	9 6½	9 6½
Jaunpur	15 8	14 8	22 8	20 0	7 0	7 0	12 4	12 0	...	...	21 0	21 0	...	...	...	...	21 0	20 0	...	...	22 8	22 8	170 0	170 0	10 0	10 0
Allahabad	14 8	14 8	21 0	21 0	10 8	10 0	13 14	13 8	24 8	24 0	22 0	22 0	...	...	21 0	21 0	27 0	23 8	...	...	20 8	20 0	90 0	90 0	10 0	9 8
Central—																										
Bánda	13 0	13 0	...	...	8 0	8 0	14 0	14 0	28 0	28 0	22 8	22 0	...	...	...	...	27 0	27 0	...	...	16 0	26 0	160 0	160 0	9 8	9 8
Fatehpur	14 12	14 12	21 0	21 0	12 8	8 0	14 8	12 8	26 0	20 0	23 0	23 0	...	...	...	...	25 0	25 0	...	...	25 0	25 0	160 0	160 0	9 8	9 8
Hamírpur	15 12	14 12	19 0	18 0	7 8	7 8	11 8	11 8	26 0	28 0	23 0	24 8	...	...	...	...	30 0	29 0	...	...	34 8	...	140 0	140 0	10 0	10 0
Jalaun	14 0	15 0	21 0	21 0	9 0	9 0	10 0	10 0	23 0	24 0	20 0	21 0	...	...	16 0	16 0	24 0	25 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	18 0	18 0	27 0	26 0	7 8	7 8	13 0	13 0	26 0	26 0	25 0	23 8	...	...	19 8	19 0	27 0	26 0	26 0	25 0	24 0	24 0	120 0	120 0	11 8	11 8
Etáwah	16 12	16 0	23 8	23 4	5 0	5 0	14 0	14 0	25 0	24 4	24 4	24 0	2 0	24 0	16 0	16 0	20 0	25 8	24 4	24 4	27 8	26 0	140 0	140 0	11 0	11 0
Farukhabad	15 12	15 0	24 0	24 0	5 4	5 4	6 4	6 4	24 0	24 0	26 12	24 0	...	...	...	...	25 0	24 0	25 0	25 0	25 0	25 0	130 0	120 0	10 0	10 0
Mainpuri	18 0	17 8	24 4	23 8	4 8	4 8	10 0	10 0	25 0	23 8	22 8	22 8	...	...	...	...	27 0	26 8	25 8	25 0	27 0	25 8	160 0	160 0	10 4	10 4
Etah	18 8	18 8	26 8	25 8	6 0	6 0	11 8	11 8	24 8	24 8	22 8	21 8	20 8	20 8	10 8	10 8	21 8	22 8	27 8	27 8	16 8	16 8	100 0	100 0	10 0	10 0
Western—																										
Jhánsi	15 4	15 8	24 4	24 0	7 0	7 0	12 4	12 0	24 0	23 8	22 8	22 0	...	...	...	...	23 12	23 8	24 1	25 0	27 0	...	160 0	160 0	10 0	10 4
Agra	16 0	15 8	28 0	28 0	5 0	5 0	8 0	8 0	27 0	27 0	24 0	23 0	...	...	10 0	10 0	30 0	28 0	27 0	27 0	16 0	16 0	95 0	95 0	11 0	11 0
Muttra	18 0	18 0	29 0	29 0	7 8	7 8	11 0	11 0	29 0	29 0	23 0	23 0	...	...	8 0	8 0	34 0	34 0	28 0	28 0	30 0	30 0	120 0	120 0	10 8	10 8
Aligarh	18 0	18 0	25 0	27 0	6 0	5 4	9 0	9 0	27 0	27 0	22 0	22 0	...	...	16 0	16 0	32 0	32 0	34 0	30 0	31 0	30 0	140 0	140 0	11 8	11 8
Bulandshahr	20 8	20 4	29 8	30 0	6 0	6 0	10 0	10 0	30 0	30 0	23 0	23 0	...	...	12 0	12 0	34 8	30 4	30 8	30 0	19 8	19 8	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	14 8	14 8	23 0	21 0	10 4	10 4	14 8	14 8	23 0	22 0	23 0	...	...	...	...	...	23 0	22 4	...	21 0	20 0	22 0	115 0	115 0	11 0	11 0
Aramgarh	14 12	14 12	20 10	19 8	8 14	8 14	13 4	14 12	...	...	...	...	...	...	...	...	22 2	20 10	...	20 10	16 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	11 10	11 10	18 0	18 0	9 0	9 0	14 6	14 6	...	...	...	...	21 8	25 3	18 0	21 8	19 5	21 8	18 14	18 0	22 0	22 6	140 0	140 0	9 10	9 10
Basti	13 4	14 0	18 0	18 0	8 8	8 8	26 0†	28 0†	12 0	12 0	...	...	15 0	15 0	8 0	8 0	19 0	19 0	21 0	21 0	20 0	20 0	160 0	160 0	10 0	9 12
Sháhjahánpur	16 4	16 4	28 4	26 4	8 0	8 0	8 8	8 8	24 0	24 0	24 4	22 4	...	...	24 0	23 0	25 4	24 0	25 0	25 0	...	22 4	120 0	120 0	10 4	10 0
Budaun	17 0	17 0	26 0	24 8	7 0	7 0	13 4	14 0	25 4	24 8	24 8	20 8	...	...	10 0	10 0	27 0	25 8	28 0	27 0	23 0	23 0	144 0	144 0	10 12	10 0
Pilibhit	16 6	16 6	25 0	25 0	12 8	12 8	15 0	15 0	23 12	23 12	20 0	20 0	...	...	...	...	24 6	24 6	27 8	27 8	...	...	135 0	135 0	10 0	10 0
Bareilly	15 4	15 4	23 7	22 4	5 5	5 5	11 5	12 5	24 1	24 1	20 0	21 1	...	...	16 14	16 14	25 12	25 12	24 10	24 10	19 2	19 2	125 0	125 0	9 6	9 6
Moradabad	16 12	16 12	25 0	25 0	6 4	5 0	10 8	10 8	26 4	26 4	22 0	22 0	...	...	15 0	15 0	28 12	28 12	30 0	30 0	21 0	21 0	100 0	100 0	10 0	10 0
Naini Tal	12 0	12 0	20 0	20 0	4 0	4 0	9 0	9 0	30 0	30 0	21 4	21 4	...	...	22 8	22 8	17 8	17 8	30 0	30 0	9 0	9 0	160 0	160 0	7 0	7 8
Almora	11 0	11 0	15 4	15 4	9 4	9 0	9 4	9 8	9 12	...	...	...	16 0	19 0	22 0	25 0	14 8	14 12	...	...	10 0§	10 0§	200 0	160 0	7 8	7 8
Bijnor	18 4	18 4	32 1	30 6	10 2	10 2	11 4	11 4	24 12	24 12	22 8	22 8	...	...	...	...	25 14	27 0	...	...	18 0	18 0	135 0	135 0	10 4	10 4
Muzaffarnagar	21 0	21 0	32 0	32 0	5 8	5 8	11 0	11 0	26 6	26 6	22 0	23 1	...	...	...	...	29 10	29 1?	26 6	26 6	13 2	13 3	132 0	132 0	11 0	11 0
Meerut	18 12	18 12	29 0	29 0	4 8	4 8	12 0	12 0	28 0	28 0	22 0	22 0	12 0	12 0	10 0	10 0	29 0	29 0	27 0	27 0	25 0	25 0	100 0	100 0	10 8	10 8
Saháranpur	20 0	20 0	33 0	33 0	5 0	5 0	9 8	9 8	30 0	30 0	25 8	26 0	30 0	30 0	16 0	16 0	30 0	30 0	30 0	30 0	16 0	16 0	120 0	120 0	10 0	10 0
Dehra Dún	18 0	18 0	28 0	28 0	9 7	9 8	9 15	10 0	25 0	25 0	24 0	24 0	25 0	25 0	...	...	27 0	27 0	25 0	25 0	24 0	24 0	160 0	160 0	10 0	10 0
Garhwál	16 0	14 0	18 0	15 0	7 0	7 0	10 0	10 0	..	...	...	...	23 0	10 0	28 0	27 0	9 0	9 0	...	...	7 0	7 0	160 0	160 0	5 10	5 10
Oudh—																										
Southern—																										
Partabgarh	16 8	16 0	20 8	22 0	11 0	10 0	14 4	14 4	21 8	20 8	20 8	20 0	..	...	...	...	23 8	22 0	...	...	16 8	16 0	140 0	140 0	9 13	10 0
Sultanpur	17 0	16 0	22 8	20 0	8 0	8 0	14 0	14 0	22 0	20 0	16 0	16 0	32 0	32 0	18 0	18 0	21 0	21 0	21 0	21 0	23 8	21 8	160 0	160 0	10 0	10 0
Rae-Bareli	17 0	17 0	20 0	20 0	8 0	8 0	15 0	14 0	22 0	22 0	22 0	22 0	22 0	22 8	20 0	20 0	25 0	23 0	22 0	20 0	22 0	22 8	200 0	220 0	10 8	10 8
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	14 0	23 0	23 0	22 0	23 0	..	...	9 0	9 0	25 0	24 0	24 0	24 0	16 0	15 0	160 0	160 0	10 0	10 8
Lucknow	18 0	18 0	25 8	24 12	6 0	6 0	14 0	14 0	24 0	24 0	24 0	22 8	...	...	24 0	24 8	28 0	28 0	24 0	24 0	23 8	22 8	110 0	110 0	10 4	10 8
Hardoi	17 8	18 0	26 0	26 0	7 0	7 0	14 0	14 0	24 0	24 0	24 0	26 0	26 0	...	...	...	28 0	27 0	32 0	32 0	16 0	16 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 7	16 5	24 3	24 0	12 0	10 11	14 8	14 12	$52 8	22 10½	21 13	21 13	...	...	13 8	13 8	25 12	24 0	23 2½	22 13	24 0	23 5	160 0	160 0	10 8	10 8
Barabanki	15 0	15 4	19 4	19 4	7 12	7 12	14 0	13 0	19 8	19 8	19 0	18 12	24 0	26 0	16 0	16 0	24 8	24 8	20 0	20 0	22 0	21 14	120 0	120 0	11 0	11 0
Gonda	15 0	15 10	20 0	20 0	12 0	12 0	14 8	14 8	20 0	20 0	18 0	18 0	...	...	10 0	10 0	23 0	23 0	21 8	22 10	24 8	24 8	200 0	200 0	10 0	10 0
Bahraich	14 8	15 0	24 0	24 9	10 8	10 8	13 8	14 0	25 0	26 0	22 0	22 0	32 0	35 0	11 0	11 0	24 0	24 0	22 8	24 0	26 0	26 0	160 0	160 0	10 8	10 8
Sítapur	17 0	17 0	26 0	27 0	10 0	10 0	12 0	12 0	24 0	24 0	...	24 0	...	...	26 0	25 0	30 0	29 0	...	...	24 0	24 0	140 0	140 0	10 0	10 0
Kheri	17 0	17 0	28 0	26 0	8 0	8 0	12 0	13 0	28 0	27 0	...	...	...	...	...	...	27 8	27 0	26 8	26 8	25 0	25 8	160 0	160 0	10 4	10 0
Rajputana—																										
Eastern—																										
Partábgarh	13 12	13 8	28 2	28 2	9 6	9 6	11 4	11 4	18 12	20 0	13 12	13 12	...	...	...	...	30 0	28 2	23 2	23 2	31 4	31 0	...	...	14 2	14 2
Bánswára	17 8	19 6	22 8	22 8	8 12	7 8	15 0	15 0	...	...	...	...	...	...	...	...	35 0	33 12	18 12	18 12	15 0	13 12	...	...	10 10	10 0
Meywar (Oodeypore)	13 4	12 8	37 8	34 6	10 15	9 12	11 11	10 2	35 15	32 13	19 8	15 10	*Nil*	*Nil*	17 3	17 3	25 0	21 2	34 6	29 11	10 2	10 2	160 0	160 0	9 6	8 15
Sirohee	14 8	14 8	25 0	25 0	5 8	5 8	6 0	8 0	...	...	16 0	14 0	...	...	...	...	21 0	21 0	22 0	21 0	...	...	160 0	160 0	11 8	11 8
Erinpura	16 5½	15 10	24 0	27 1	...	...	7 0	7 0	24 0	22 0	20 0	17 4	...	...	...	...	28 14	27 0	...	...	...	...	160 0	160 0	11 9	11 6
Ajmere	15 13	15 13	29 3	30 0	5 0	5 0	8 5	8 5	32 0	32 0	22 11	22 11	...	...	15 0	15 0	29 0	29 5	31 0	31 0	...	...	90 0	90 0	12 0	12 0
Abu	14 1	13 15	22 8	22 4	5 8	5 8	7 4	7 4	17 5	17 0	15 4	15 2	...	...	...	...	18 8	18 4	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	17 8	15 0	30 0	28 8	9 0	7 8	10 0	9 0	34 8	35 0	23 8	22 4	†	†	†	†	29 4	28 12	33 0	30 4	†	†	*	*	12 4	12 4
Boondee	13 8	13 0	27 8	37 8	7 8	8 0	8 4	8 8	37 8	35 0	...	...	...	...	...	...	45 0	31 0	41 4	42 0	...	...	160 0	160 0	8 12	9 8
Kotah	13 0	13 0	27 0	27 0	7 0	8 0	7 0	7 0	27 0	27 0	13 0	14 0	...	...	...	...	35 0	32 0	30 0	30 0	27 0	27 0	240 0	240 0	9 0	9 4
Jhallawar	13 10	14 7½	21 14	21 14	7 13½	7 5½	10 14	10 10	23 13½	24 2	13 6	14 0	...	...	14 6½	14 6½	29 6½	28 14½	25 6½	25 7	8 14	8 14	175 0	175 0	8 6	8 6
Tonk	12 8	13 8	32 0	31 12	4 0	4 15	7 0	7 11	36 8	34 8	23 0	24 0	...	...	...	...	32 8	31 12	38 0	35 0	...	...	120 0	131 0	9 4	10 0
Jeypore	16 12	14 12	31 0	28 8	5 0	5 0	7 4	7 4	33 0	31 0	22 8	23 0	†	†	17 0	17 0‖	30-8 & 31 0	28-0 & 31 0	32 0	31 0	28 0	28 0	95 0	90 0	11 0	11 0
Kerowlee	15 15	17 8	28 12	28 12	9 11	9 11	10 0	10 0	30 0	30 0	25 5	25 10	...	...	18 12	18 12	31 4	32 8	...	...	37 8	37 8	200 0	200 0	10 5	10 2½
Dholpur	17 7	17 4	29 4	28 6½	8 2½	8 2½	10 11	10 11	29 7	28 12	27 9	26 11½	...	...	15 12	16 5	30 3	28 6½	...	...	33 12	31 8	90 0	90 0	10 15	10 15½
Bhurtpore	19 0	18 13	31 6½	30 1	5 2½	5 5½	5 5½	5 5½	32 9½	32 1	24 2½	23 8	...	...	11 12	11 12	35 4	34 1	30 0	30 0	25 0	25 0	120 0	120 0	10 6	10 6
Ulwur	20 0	19 9	35 11	35 10	6 10½	6 10½	8 14½	8 14½	37 6	35 15	25 0	25 11	...	...	16 0	16 0	37 4	37 10	36 3	37 0	30 10	30 10	120 0	120 0	11 8	11 5
Deoli Cantonment	15 0	14 10	37 5	36 0§	4 0	7 0	7 0	7 0	37 12	37 0	29 8	29 0	...	...	...	...	31 15½	29 8	...	...	...	...	190 0	190 0	11 0	11 8
Nusseerabad Cantonment	16 0	16 0	...	...	6 8	6 4	7 0	7 0	28 0	32 0	20 0	20 0	†	†	...	...	32 0	33 0	...	...	23 0	23 0	100 0	90 0	11 8	11 8
Hilly Tracts of Meywar	15 0	15 0	34 0	31 0	...	...	15 0	15 0	...	...	...	...	...	...	...	...	30 0	30 0	25 0	25 0	...	...	‖	‖	11 8	11 8
Bálmer	15 1	15 7	...	...	5 3	5 3	7 8	7 8	...	...	24 12	24 12	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	16 2	15 5	23 0	23 0	6 0	6 0	8 8	8 2	17 0	17 0	16 0	17 0	...	...	...	...	20 0	20 8	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	12 0	13 0	38 0	38 0	9 4	9 2	10 4	12 0	30 0	30 0	26 0	...	...	...	...	...	28 8	38 8	38 0	38 8	...	...	160 0	160 0	10 12	10 6
Western—																										
Jodhpore	15 0 and 16 14	14 2 and 15 10	27 8	27 8	6 4	6 4	7 8	7 8	22 8	22 8	20 10 and 21 14	18 12 and 21 4	...	...	...	...	26 9 and 26 14	26 9 and 27 3	22 8	19 6	11 4	11 4	...	...	12 13	12 8
Jeysulmere	14 0	14 0	...	...	7 0	6 12	10 0	10 0	24 0	25 0	22 0	22 0	...	...	...	...	16 0	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 8	12 8	...	...	3 0	3 0	6 8	6 8	...	...	20 10	20 1½	...	...	...	...	22 0	22 0	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 0	15 0	20 0	20 0	8 8	8 8	9 8	9 8	24 0	24 0	19 0	19 0	...	...	...	...	24 0	24 0	28 0	28 0	20 0	20 0	120 0	120 0	10 8	10 8
Nimach Cantonment	15 0	15 0	...	...	8 0	8 0	12 0	12 0	27 0	28 0	18 0	18 8	†	†	...	...	27 8	26 0	...	...	25 0	26 0	160 0	160 0	11 8	11 4
Goona	15 0	16 4	20 0	20 0	7 8	7 8	8 8	8 8	20 0	25 0	...	...	...	...	...	...	25 0	30 0	20 0	25 0	...	...	200 0	200 0	9 8	10 0
Gwalior	15 6½	16 3½	22 5	22 5	5 5	5 5	8 8	8 8	24 2½	23 14½	23 14½	23 14½	...	...	12 12	10 10	19 10½	18 13½	21 4	21 4	18 1	17 10½	191 4	191 4	10 14½	10 14½

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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, cadian 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.
Panjab—																										
Southern—																										
Hissar	22 0	24 0	50 0	50 0	...	...	12 0	12 0	40 0	37 0	30 0	30 0	†	†	†	†	44 0	46 0	†	†	†	†	100 0	100 0	10 0	11 0
Ferozepore	26 0	25 0	51 0	54 0	...	...	10 0	9 0	35 0	35 0	27 0	24 0	‡	‡	23 0	23 0	43 0	41 0	39 0	39 0	11 0	10 0	100 0	100 0	12 8	12 8
Montgomery	23 0	22 0	36 0	36 0	...	...	11 0	10 0	33 0	34 0	25 0	25 0	†	†	35 0	32 0	37 0	36 0	34 0	34 0	12 0	17 0	220 0	220 0	12 12	12 0
Central—																										
Gurgáon	23 0	22 0	39 0	36 0	...	...	9 0	10 0	35 0	34 0	26 0	26 0	†	†	†	†	36 0	34 0	24 0	24 0	25 0	25 0	120 0	120 0	10 8	10 0
Delhi	21 0	21 0	37 0	32 0	...	...	12 0	12 0	34 0	31 0	24 0	23 0	†	†	11 0	11 0	34 0	32 0	28 0	27 0	26 0	25 0	70 0	70 0	10 0	10 0
Rohtak	22 0	21 0	35 0	35 0	...	...	12 0	12 0	32 0	32 0	24 0	24 0	†	†	12 0	12 0	35 0	34 0	25 0	25 0	18 0	19 0	120 0	110 0	11 0	11 0
Karnál	21 0	21 0	30 0	30 0	...	...	10 0	10 0	30 0	30 0	25 0	25 0	30 0	30 0	16 0	16 0	34 0	34 0	30 0	30 0	17 0	17 0	100 0	160 0	10 0	10 0
Lahore	25 0	23 0	39 0	39 0	...	...	11 0	11 0	36 0	39 0	23 0	23 0	‡	‡	24 0	24 0	37 0	37 0	35 0	39 0	11 0	11 0	80 0	80 0	12 0	12 0
Sub-montane—																										
Umballa	25 0	25 0	36 0	36 0	...	...	11 0	11 0	35 0	35 0	23 0	23 0	‡	‡	8 0	‡	38 0	35 0	39 0	40 0	‡	‡	120 0	120 0	12 12	12 12
Ludhiána	26 0	28 0	50 0	46 0	...	...	12 0	13 0	40 0	40 0	23 0	24 0	‡	‡	20 0	20 0	44 0	44 0	42 0	41 0	14 0	15 0	100 0	100 0	12 0	13 0
Jullundur	28 0	28 0	48 0	48 0	...	...	10 0	10 0	32 0	34 0	25 0	25 0	‡	‡	19 0	19 0	38 0	36 0	42 0	40 0	‡	‡	100 0	100 0	13 0	12 8
Hoshiárpur	27 0	27 0	33 0	33 0	...	...	10 0	10 0	37 0	38 0	22 0	22 0	16 0	16 0	20 0	20 0	38 0	35 0	37 0	35 0	10 0	10 0	110 0	110 0	12 4	12 4
Gurdáspur	28 0	28 0	40 0	40 0	...	...	14 0	14 0	32 0	32 0	26 0	20 0	26 0	26 0	16 0	16 0	35 0	34 0	35 0	34 0	‡	‡	100 0	100 0	12 0	12 0
Amritsar	26 0	25 0	44 0	44 0	...	...	10 0	10 0	34 0	34 0	21 0	21 0	†	†	21 0	21 0	36 0	36 0	35 0	35 0	†	†	90 0	90 0	12 0	12 0
Hills—																										
Simla	19 0	20 0	22 0	27 0	...	...	9 0	8 0	24 0	19 0	15 0	15 0	19 0	19 0	12 0	12 0	24 0	22 0	25 0	24 0	10 0	10 0	90 0	90 0	9 8	9 8
Kángra	15 0	15 0	18 0	18 0	...	...	11 0	12 0	11 0	11 0	11 0	11 0	21 0	21 0	6 0	6 0	20 0	20 0	15 0	20 0	8 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	22 0	21 0	40 0	40 0	...	...	13 0	13 0	33 0	33 0	‡	‡	†	†	‡	‡	34 0	32 0	31 0	31 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	22 0	20 0	41 0	39 0	...	...	12 0	12 0	33 0	33 0	24 0	24 0	†	†	16 0	16 0	39 0	35 0	32 0	32 0	‡	‡	90 0	90 0	12 8	12 8
Gujrát	24 0	24 0	33 0	33 0	...	...	12 0	12 0	28 0	28 0	25 0	25 0	*	†	10 0	10 0	32 0	32 0	28 0	28 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	26 0	26 0	50 0	45 0	...	...	13 0	13 0	34 0	40 0	30 0	30 0	*	†	*	*	34 0	33 0	32 0	32 0	*	*	120 0	120 0	13 0	14 0
Ráwalpindi	23 0	23 0	36 0	35 0	...	...	8 0	8 0	29 0	30 0	25 0	26 0	*	†	20 0	20 0	31 0	34 0	29 0	29 0	*	*	70 0	70 0	13 8	13 8
Hazára	18 0	18 0	26 0	26 0	‡	‡	11 0	11 0	‡	‡	20 0	20 0	-	†	‡	‡	24 0	24 0	23 0	23 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	21 0	19 0	40 0	34 0	...	...	9 0	9 0	29 0	28 0	22 0	22 0	-	†	18 0	18 0	29 0	29 0	30 0	28 0	28 0	29 0	92 0	98 0	44 0	45 0
Kohát	22 0	23 0	40 0	40 0	...	...	12 0	12 0	23 0	23 0	30 0	27 0	-	†	20 0	20 0	36 0	33 0	32 0	28 0	‡	‡	300 0	240 0	50 0	50 0
Western—																										
Sháhpur	28 0	28 0	40 0	40 0	...	...	9 0	9 0	30 0	30 0	36 0	36 0	24 0	24 0	24 0	24 0	42 0	42 0	24 0	24 0	†	†	160 0	160 0	13 0	13 0
Jhang	24 0	24 0	42 0	49 0	...	...	10 0	10 0	38 0	40 0	32 0	30 0	31 0	30 0	30 0	30 0	38 0	38 0	34 0	32 0	10 0	10 0	160 0	160 0	12 0	12 0
Mooltan	20 0	19 0	30 0	30 0	...	...	12 0	12 0	28 0	28 0	25 0	29 0	†	†	11 0	11 0	29 0	29 0	30 0	30 0	†	†	80 0	70 0	12 4	12 4
Bannu	32 0	29 0	56 0	54 0	...	...	11 0	12 0	40 0	40 0	33 0	33 0	7 0	7 0	7 0	7 0	54 0	53 0	47 0	40 0	15 0	14 0	90 0	90 0	50 0	50 0
D. I. Khan	29 0	28 0	50 0	50 0	...	...	9 0	9 0	39 0	39 0	31 0	33 0	‡	‡	4 0	4 0	49 0	43 0	18 0	18 0	14 0	14 0	120 0	120 0	42 0	42 0
Muzaffargarh	24 0	23 0	35 0	31 0	...	...	14 0	14 0	22 0	21 0	26 0	29 0	‡	‡	‡	‡	28 0	29 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	20 0	20 0	30 0	30 0	...	...	6 0	6 0	34 0	34 0	28 0	28 0	20 0	20 0	18 0	18 0	28 0	26 0	15 0	15 0	†	†	100 0	100 0	27 8	27 8
Sind and Baluchistan—																										
Karáchi	15 0	16 0	...	...	8 0	8 8	10 0	10 8	20 0	20 0	16 0	17 0	‡	‡	...	...	20 0	20 0	...	...	9 0 and 11 0	9 0 and 11 0	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	7 8	7 8	9 8	9 8	19 0	19 0	17 8	17 8	‡	‡	...	...	20 0	20 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	13 8	13 4	...	...	13 8	13 6	16 8	16 10	...	...	21 12	21 0	‡	‡	...	...	7 15	8 0	...	...	...	...	112 0	112 0	12 0	12 0
Sukkur (Shikárpur)	19 8	19 0	...	...	8 0	8 0	10 0	10 0	24 0	24 0	21 0	22 0	‡	‡	...	...	24 8	23 8	...	...	...	...	160 0	142 0	12 0	12 0
Upper Sind Frontier	17 0	16 0	...	...	9 0	8 0	10 0	9 0	24 0	23 0	21 0	21 0	‡	‡	...	...	24 0	24 0	...	...	...	...	160 0	100 0	10 0	10 0
Quetta	15 0	14 0	23 8	22 8	5 0	5 0	9 0	9 0	30 0	31 0	18 0	17 8	‡	‡	8 0	6 0	20 0	20 0	23 8	20 0	‡ 0	9 4	60 15 and 71 2	58 3 and 71 2	9 4	9 12
Bombay—																										
Konkan—																										
Karwar (Kánara)	8 5	8 5	...	...	10 2	10 2	12 2	12 2	15 3	15 3	13 2	13 2	18 0	18 0	...	...	11 9	11 9	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	9 7	9 7	...	...	10 14	10 14	11 6	11 6	14 7	14 7	15 14	15 14	14 2	14 2	...	...	13 14	14 9	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	10 13	7 3	11 11	10 13	11 9	11 9	12 12	12 12	*	*	...	...	11 14	11 14	...	...	*	*	99 9	99 9	12 12	12 12
Bombay	10 6	10 6	...	...	5 12	5 12	7 13	7 13	13 8	13 8	13 15	13 15	12 5	13 8	...	...	13 12	13 12	...	...	13 4	13 4	79 7	79 7	11 9	10 8
Tanna	12 12	12 12	...	...	10 3	9 5	11 2	10 3	*	*	15 5	15 5	*	*	...	...	16 0	15 1	...	...	*	*	112 0	89 10	12 4	12 4
Deccan—																										
Dhárwar	14 15	13 3	...	...	10 6	10 6	11 5	11 5	20 4	21 2	22 8	22 8	*	*	...	...	16 8	16 8	...	...	19 8	19 8	102 0	100 0	10 14	10 14
Belgaum	16 11	16 3	...	...	10 3	9 11	10 1	10 8	20 4	20 12	20 8	20 8	24 0	24 0	...	...	17 8	17 0	...	...	17 10	16 10	92 7	86 15	11 8	11 0
Satara	12 5	12 5	...	...	8 14	8 14	10 2	10 14	18 0	16 9	16 0	16 0	*	*	...	...	15 1	15 1	...	...	15 14	15 14	114 0	114 0	12 10	12 10
Sholapur	13 15	13 1	...	...	8 2	8 2	11 11	11 11	23 4	20 9	19 11	19 11	*	*	...	...	20 11	19 13	...	...	18 4	18 4	85 5	85 5	11 10	11 10
Bijápur	15 1	14 3	...	...	6 15	6 15	11 6	11 6	25 3	21 0	21 2	21 2	...	...	...	...	19 11	18 13	...	...	20 1	19 15	80 0	80 0	11 6	12 5
Poona	12 13	12 13	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	14 13	14 13	...	...	16 11	16 11	...	...	22 1	22 1	86 14	86 14	11 13	12 6
Khandesh—																										
Ahmadnagar	15 15	14 8	...	...	10 5	9 9	12 1	12 1	23 6	20 10	19 0	16 1	*	*	...	...	19 7	19 7	...	...	20 10	20 10	85 0	91 7	12 6	12 6
Násik	15 0	16 7	...	...	8 14	9 9	11 10	11 10	...	...	15 9	14 13	18 6	18 6	...	...	18 7	18 7	...	...	...	...	128 0	116 6	12 0	12 0
Dhulia (Khandesh)[2]	16 10	17 8	...	...	6 8	6 8	10 6	10 6	21 9	22 7	17 7	20 3	*	*	...	...	16 9	16 8	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	12 8	12 0	...	...	7 6	7 6	8 5	8 5	15 12	15 4	13 14	13 6	*	*	...	...	15 4	14 13	...	...	14 13	13 14	84 4	84 4	12 0	12 0
Broach	15 0	16 0	...	...	6 12	6 12	10 0	10 0	18 0	18 0	14 8	15 0	*	*	...	...	21 0	21 8	...	...	20 0	20 0	100 0	100 0	13 4	13 4
Kaira	13 0	13 0	...	...	8 0	9 0	13 8	14 0	19 0	19 0	16 0	16 0	19 8	20 0	...	...	21 0	22 0	...	...	*	*	106 11	106 11	13 0	13 0
Baroda (Camp)	11 0	10 0	...	...	7 0	7 0	9 0	9 0	16 0	15 0	14 8	14 0	*	*	...	...	16 0	15 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	14 0	14 0	...	...	11 0	11 0	12 8	12 0	27 0	27 0	18 8	18 8	28 0	27 8	...	...	23 0	22 8	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	14 0	14 0	...	...	10 0	10 0	12 0	12 0	20 0	20 0	17 0	18 0	20 0	22 8	...	...	25 0	22 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	14 8	14 8	...	...	8 0	8 0	10 0	10 0	20 0	20 0	18 0	17 0	*	*	...	...	21 0	21 0	...	...	*	*	140 0	140 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	15 8	...	...	6 0	6 0	7 0	7 0	18 8	18 8	14 13	15 6	*	*	...	...	22 4	23 6	...	...	*	*	80 0	80 0	70 2	70 2
Central Provinces—																										
Western—																										
Nimar	16 0	16 0	...	...	6 12	6 12	12 7	12 7	24 13	24 13	...	...	...	...	...	...	20 10	20 10	...	...	13 7	13 7	100 0	100 0	11 5	11 5
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	21 0	21 0	21 0	21 0	*	*	...	...	24 0	24 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	17 10	17 10	...	...	8 1	8 1	11 14	11 14	26 15	28 13	...	...	...	...	...	...	28 12	30 13	...	...	18 0	17 4	160 0	160 0	9 8	9 8
Betúl	20 9	20 9	...	...	...	...	10 13	10 13	27 7	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	16 14	15 3	...	...	7 4	8 0	11 7	11 7	28 14	28 14	...	...	...	...	...	...	25 5	25 5	...	...	12 0	12 0	160 0	160 0	9 2	8 0
Nágpur	18 12	18 12	...	...	10 0	10 0	12 8	12 8	22 3	22 3	...	...	...	...	...	...	20 0	20 0	...	...	13 12	12 8	125 0	125 0	10 4	10 0
Wardha	16 0	16 0	...	...	7 4	7 4	10 0	10 0	20 6	20 0	...	...	...	...	...	...	17 12	16 0	...	...	14 9	16 0	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	18 0	18 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	28 0	28 0	...	...	24 0	24 0	120 0	120 0	9 2	9 2
Saugor	14 9	14 9	...	...	9 13	9 13	11 1	11 1	25 15	25 15	...	...	...	...	...	...	22 8	23 8	...	...	19 12	19 12	160 0	160 0	9 2	9 2
Damoh	13 10	16 2	...	...	10 0	11 0	11 0	12 0	20 0	20 0	...	...	...	...	...	...	18 0	20 0	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	15 0	16 8	...	...	11 0	11 0	14 8	14 8	24 0	24 0	...	...	...	...	...	...	24 4	21 0	...	...	14 0	13 8	120 0	120 0	9 4	9 0
Baghalchand (Sutna)	14 6	14 8	22 8	23 0	8 0	8 0	14 0	14 0	23 0	23 0	20 0	20 0	*	*	8 0	8 0	22 8	24 0	24 0	16 0	21 0	21 0	160 0	160 0	9 12	9 12
Mandla	18 0	21 0	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	13 0	13 0	200 0	200 0	9 0	8 0
Seoni	24 14	24 14	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	24 14	24 14	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	16 0	17 8	...	...	11 0	10 0	20 0	17 8	...	...	...	...	...	...	...	...	11 0	17 8	...	...	11 0	10 0	125 0	120 0	8 0	10 8
Bhandára	18 12	18 12	...	...	...	...	12 8	13 4	...	...	...	...	...	...	...	...	18 12	20 0	...	...	11 12	11 12	200 0	220 0	9 8	9 8
Chánda	16 0	17 10	...	...	...	...	12 13	14 10	16 4	17 12	...	...	...	...	...	...	16 10	18 7	...	...	11 11	14 0	320 0	320 0	10 15	10 0
Eastern—																										
Biláspur	24 10	24 10	...	...	16 14	12 5	20 1	18 0	...	...	...	...	...	...	...	...	21 2	20 2	...	...	10 14	12 0	120 0	120 0	8 0	8 0
Raipur	26 9	26 9	...	...	11 6	11 6	18 4	17 8	...	...	...	...	...	...	...	...	18 10	18 10	...	...	11 13	10 15	90 0	90 0	9 0	9 0
Sambalpur	21 0	21 0	...	...	12 4	12 4	16 11	16 11	...	...	...	...	...	...	...	...	18 0	18 0	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	16 0	15 0	...	...	7 0	7 0	10 0	10 0	20 0	20 0	18 0	17 0	...	...	...	...	22 0	20 0	...	...	13 0	13 0	182 0	182 0	10 0	10 0
Básim	13 10	13 5	...	...	7 0	7 0	9 10	9 10	18 10	19 0	15 0	15 0	...	...	...	...	14 5	14 0	...	...	12 5	12 5	78 0	77 0	8 10	8 10
Akola	13 0	13 0	...	...	6 8	8 0	9 0	10 0	19 0	21 0	17 0	17 0	...	...	...	...	18 0	19 0	...	...	12 0	12 0	96 0	95 0	11 8	11 12
Ellichpur	14 0	15 0	...	...	6 0	6 0	8 0	8 0	19 8	20 0	15 0	14 0	...	...	...	...	19 0	19 0	...	...	17 0	18 0	120 0	120 0	10 0	10 0
Amraoti	15 0	13 4	...	...	7 12	7 12	10 0	9 8	19 0	19 0	16 12	16 0	...	...	...	...	17 8	16 8	...	...	13 8	13 0	86 0	86 0	10 0	10 0
Wún	13 0	11 0	...	...	6 0	6 0	7 0	7 0	19 0	19 0	11 0	10 0	...	...	...	...	14 0	12 0	...	...	20 0	20 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	11 4	10 8	*	...	6 13	6 13	10 14	10 14	13 3	13 3	17 12	17 12	24 14	24 14	*	*	12 15	12 15	*	*	17 12	17 12	85 0	89 0	8 12	8 12
Boláram	11 1	11 1	*	...	7 0	7 0	10 8	10 8	14 8	14 0	*	*	*	*	*	*	14 1	13 13	*	*	*	*	110 14	116 14	9 2	9 4
Chadarghat	9 8	9 0	*	...	9 0	8 8	12 8	12 0	16 0	15 0	20 0	20 0	*	*	*	*	15 0	14 0	*	*	*	*	120 0	120 0	9 4	9 0

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1894—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thúr, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	10 14	11 5	11 5	**	**	**	**	19 11	19 11	...	...	9 8	10 0	...	...	12 8	12 8	136 2	136 2	12 10	12 10
S. Canara	8 8	8 8	...	...	10 10	10 10	12 0	12 0	**	**	**	**	19 5	19 5	...	...	12 8	12 8	...	...	15 8	15 8	121 8	121 8	14 3	14 3
South, central—																										
Coimbatore	11 8	9 0	...	...	10 13	10 13	11 13	11 5	17 0	**	**	**	23 5	23 5	...	...	12 8	13 0	...	...	13 8	14 8	131 3	131 3	13 11	13 11
Nilgiris	7 13	7 13	...	...	8 0	7 10	8 10	8 13	16 14	16 14	15 6	16 13	23 5	25 5	...	...	12 5	13 0	...	...	15 8	15 8	274 3	274 3	10 2	10 2
Salem	7 11	7 8	...	...	9 13	9 13	12 3	11 13	18 11	16 10	17 3	16 0	20 8	20 8	...	...	14 14	14 0	...	...	14 0	13 0	145 13	145 13	13 8	13 8
Central—																										
Bellary	11 8	11 8	...	...	9 10	10 3	10 5	10 13	**	**	**	**	23 5	23 5	...	...	12 5	13 0	...	...	13 0	14 8	72 14	72 14	11 14	11 14
Anantapur	8 8	8 5	...	...	12 5	12 5	13 0	13 0	21 10	21 10	20 11	22 11	25 5	25 5	...	...	14 0	14 0	...	...	15 8	15 8	97 3	97 3	11 14	11 14
Cuddapah	10 5	9 3	...	...	9 14	9 14	12 0	12 0	17 0	16 0	20 5	20 5	19 14	20 8	...	...	14 0	14 0	...	...	13 0	13 0	140 0	140 0	12 3	12 3
Kurnool	9	9 3	...	...	10 11	10 11	11 6	11 6	22 10	22 14	20 10	20 10	...	23 5	...	...	14 0	14 0	...	...	13 0	13 0	170 2	170 2	11 11	11 11
East Coast, north—																										
Ganjam	*	*	...	...	10 11	10 11	11 10	12 6	*	*	*	*	21 10	21 10	...	...	14 0	16 4	...	...	8 0	8 0	86 8	86 8	10 2	10 2
Vizagapatam	12 0	12 0	...	...	8 14	8 14	10 3	10 3	21 10	21 10	23 13	23 13	22 3	22 3	...	...	14 0	14 11	...	...	13 0	13 0	97 3	97 3	11 11	11 11
Godavari	9 0	9 0	...	...	8 14	9 6	13 0	13 0	15 6	16 5	24 10	26 6	26 13	27 5	...	...	15 0	16 5	...	...	11 0	11 0	133 11	133 11	12 8	12 8
East Coast, central—																										
Kistna	8 14	7 8	...	...	11 8	11 11	12 10	12 6	14 3	14 11	**	**	23 5	25 5	...	...	13 0	16 4	...	...	8 0	8 0	140 14	140 14	13 3	13 3
Nellore	9 10	9 10	...	...	11 2	11 2	13 13	13 13	18 8	18 8	16 14	16 14	26 13	26 13	...	...	14 0	15 0	...	...	13 0	13 0	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	9 5	9 5	...	...	10 8	10 8	11 5	11 2	15 2	14 6	13 3	13 3	17 13	19 13	...	...	14 0	20 0	...	...	8 0	10 8	105 14	110 13	13 2	13 2
Chingleput	*	*	...	...	9 0	9 0	10 10	10 10	18 3	18 3	14 14	14 14	19 3	19 3	...	...	9 4	9 4	...	...	8 0	8 0	108 14	108 14	13 3	13 3
N. Arcot	7 2	7 2	...	...	10 5	10 5	11 5	11 5	20 3	18 3	18 3	18 3	21 6	25 8	...	...	9 4	9 4	...	...	8 0	8 0	100 13	100 13	12 5	12 5
S. Arcot	7 0	7 0	...	...	10 13	10 13	13 2	13 2	14 5	14 5	14 3	15 3	19 2	19 2	...	...	9 4	9 4	...	...	8 0	8 0	209 0	209 0	11 11	11 11
Tanjore	6 10	6 10	...	...	13 11	14 14	15 8	14 3	16 8	17 3	20 5	20 5	21 5	21 5	...	...	9 4	9 4	...	...	8 0	8 0	145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 10	...	...	13 5	13 6	13 13	13 13	15 2	14 6	13 3	13 3	17 13	19 13	...	...	9 4	9 4	...	...	8 0	8 0	143 0	143 0	13 0	13 0
Southern—																										
Tinnevelly	9 3	8 8	...	...	10 5	9 8	11 3	11 6	*	*	*	*	24 0	24 0	...	...	9 4	9 4	...	...	8 0	8 0	58 5	58 5	13 14	13 14
Madura	8 8	8 3	...	...	10 8	10 8	11 6	11 6	19 6	16 3	14 11	14 11	24 0	24 0	...	...	9 4	9 4	...	...	8 0	8 0	97 3	97 3	13 10	13 10
Mysore—																										
Mysore	8 8	9 0	...	...	8 0	8 0	10 8	10 12	24 0	25 0	16 0	16 0	23 0	21 0	...	...	9 4	10 0	...	...	8 0	8 0	96 0	96 0	10 0	10 0
Bangalore	10 8	10 6	...	...	7 8	7 8	8 3	8 0	24 0	23 0	...	...	25 3	24 12	...	...	9 4	10 0	...	...	8 0	8 0	90 0	90 0	10 0	10 0
Kolar	8 12	9 8	...	...	10 8	10 8	12 4	12 4	20 0	20 0	18 0	18 0	26 0	25 0	...	...	10 0	10 0	...	...	8 0	8 0	150 0	150 0	9 8	9 8
Tumkur	12 8	11 0	...	...	9 8	9 8	10 0	10 0	25 0	25 0	25 0	30 0	28 0	28 0	...	...	10 0	14 0	...	...	13 0	13 0	224 0	224 0	10 0	10 0
Hassan	...	...	...	...	9 8	9 0	10 0	10 0	...	...	...	...	30 0	23 0	...	...	10 0	14 0	...	...	8 0	8 0	200 0	200 0	9 0	9 0
Kadur	9 0	9 0	...	...	10 0	10 0	13 0	13 0	29 6	28 6	...	...	34 10	32 4	...	...	10 0	16 4	...	...	8 0	8 0	240 0	240 0	9 8	9 8
Shimoga	10 12	10 8	...	...	9 7	9 3	12 14	13 6	36 0	36 0	28 0	28 0	40 0	38 0	...	...	14 11	15 0	...	...	8 0	8 0	320 0	320 0	10 8	9 0
Chitaldroog	14 0	12 0	15 0	13 0	11 0	13 0	13 0	13 0	...	...	...	...	...	...	...	...	9 4	9 4	...	...	8 0	8 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	8 0	8 0	7 8	7 0	10 8	10 8	13 8	13 0	...	...	14 11	14 11	30 0	29 0	...	...	19 8	20 0	...	...	8 0	8 0	110 0	110 0	10 0	10 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	30 0	...	...	...	9 4	9 4	...	...	8 0	8 0	65 5	65 5	32 0	32 0

* Not sold.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on Saturday, March 24th, 1894.

General Summary.—There is nothing of special interest to record in the meteorology of the past week. No important changes of pressure took place causing any well marked or general disturbance. It has been a week of feebly unsettled weather over the greater part of the country, with local thunderstorms and dust-storms, occasioned by somewhat irregular changes of pressure from day to day; which though small in amount, differed considerably at neighbouring stations. A shallow depression appeared over Sind on the 19th and was persistent up to the morning of the 23rd, but its formation was due to hot weather actions and not to the transference of a disturbance from Baluchistan, and in this case it did not prove to be of any importance. The air has been unusually dry in many parts of India and very low humidities have been recorded at stations in West, North and Central Bengal, and the central parts of the country. Temperature has varied considerably in North-Western India, but the mean temperature of the whole week for the whole of India was normal.

Daily Summary *Sunday.*—A general fall of the barometer took place over the whole country: the fall being greatest in the Punjab. A shallow depression of no great importance lay over Central Bengal, due to increased temperature in that area and the depression of the day previous off the Malabar Coast had commenced filling up. Pressure was slightly above the normal in North-Western India. Westerly winds were increasing steadily in the Gangetic plain, and winds were stronger on the Bengal and Orissa coast and in the Deccan. Rain had continued in South India. Calicut received 2·24 inches and Colombo and Negapatam over one inch.

Monday.—Pressure had increased briskly in Malabar and slightly in Bengal, filling up the depressions in those areas, and had given way briskly in Sind and Baluchistan. Pressure was very nearly normal over the whole of India, and hence its distribution was what usually prevails at the commencement of the hot season. Winds were still northerly in Sind and Kathiawar, but they had fallen off in strength. Westerly winds were blowing over the whole of Western and Central Bengal, causing a large reduction of humidity in that part of the country. Rain had again fallen in the South, Cochin registering 2·03, Colombo 1·53 inches, Trivandrum 1·45 inches, and several stations over half an inch Duststorms with light rain had occurred in the Central Provinces.

Tuesday.—Pressure changed very irregularly in amount causing feebly unsettled weather with shallow depressions of no great importance in Sind, North Bengal and the Bombay Deccan. Westerly winds continued in Bengal, causing a still further reduction in humidity. The following abnormally low humidities were recorded: Dinajpur 24, Patna 30 and Dhubri 38. A thunderstorm had given 2·24 inches of rain at Wellington, but all other showers reported were very light and of little or no importance.

Wednesday.—Pressure increased briskly in North Bengal, Khandesh and Kathiawar, filling up depressions in North Bengal and the West Deccan, but re-

mained unchanged in Baluchistan and Sind. The changes of pressure continued irregular and the weather was consequently feebly unsettled. Westerly winds were still blowing to an unusual extent in West and Central Bengal and Behar, and humidity continued abnormally low. At Hazaribagh it was only 23 per cent. Dust-storms and thunderstorms had occurred in various parts of the country and rain had fallen in the Peninsula,—Belgaum reporting 1·73 inches and Mercara 1·12 inches. Light rain had also fallen in North-Western India.

Thursday.—Pressure again changed irregularly. The changes were generally small, but differed considerably in amount at neighbouring stations. Pressure was in moderate defect in Sind, where a depression was still apparent, and was in slight to moderate excess in North-Eastern and Central India. Winds were stronger than usual in the Punjab, and especially so at the hill stations of Upper India. Numerous duststorms and thunderstorms were again reported, in many cases accompanied with light rain.

Friday.—Except in Sind, where pressure had risen rapidly, filling up the depression over that area, pressure had changed by small amounts and somewhat irregularly. It was in slight to moderate excess over nearly the whole of India. The great uniformity of its distribution was its chief feature. Strong winds continued at the Upper India hill stations and northerly winds to an unusual extent in Sind and the Bombay Coast districts. Light showers of rain had fallen in the Punjab and Central Provinces.

Saturday.—The barometer rose briskly to rapidly in North-Western India and Beluchistan, completely modifying the pressure distribution, with steep gradients in the Gangetic plain and the Punjab. A shallow depression was lying over North and Central Bengal and another over Central and Lower Burma. Moderately strong north-westerly winds prevailed in the Gangetic plain and westerly winds in Bihar, and North and Central Bengal. Low humidities were recorded at Neemuch (18), Sutna (27), Khandwa (29) and Hazaribagh (29). Thunderstorms were reported from the hill stations in Upper India and light showers of rain, in many cases accompanying thunderstorms and dust storms from other parts of the country. Peshawar, Cherat and Ahmednagur each received over half an inch.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India :—

Province.	March 1894.							Mean variation of week.
	18th.	19th.	20th.	21st.	22nd.	23rd.	24th.	
	°	°	°	°	°	°	°	°
Burma	−0·2	+1·5	+1·6	+1·7	+0·9	+1·7	+2·2	+1·3
Bengal and Assam	+2·5	+3·1	+1·1	+0·4	+1·0	+0·6	+1·8	+1·5
North-Western Provinces and Oudh	+1·9	−1·2	−2·1	+1·2	+1·2	−0·1	+0·2	+0·2
Punjab	−2·5	−1·7	−1·0	+0·8	+2·4	−1·6	−4·6	−1·2
Bombay	+1·7	+1·4	+1·8	+1·0	−0·3	−0·5	+0·3	+0·8
Central Provinces and Berar	+2·2	+0·2	−0·8	+2·3	−0·4	−2·8	+0·1	+0·1
Central India and Gujarat	+3·7	+0·5	+0·6	+1·7	−1·9	−5·0	−3·7	−0·6
Sind and Rajputana	+0·1	−1·0	+0·2	+2·0	−0·5	−1·8	−5·5	−0·9
Madras	−1·4	−1·1	−1·0	−1·0	−1·9	−1·7	−0·6	−1·2
Mean for whole of India	+0·9	+0·2	0	+1·1	+0·1	−1·2	−1·1	0

From the above it will be seen that the mean temperature for the whole of India did not vary much from the normal on any day of the week, the greatest variation being a defect of 1·2° on the 23rd. The mean temperature of Bengal and Assam was in excess on every day of the week and that of Burma on all but one day. On the other hand, the temperature of Madras was in slight defect throughout the week, while that of the remaining provinces varied irregularly. The largest defect was 5·5° in Sind and Rajputana on the 24th, and the largest excess 3·7° in Central India and Gujarat on the 18th. The mean temperature for the week was in excess in Burma and Bengal in defect in the Punjab and Madras, and nearly normal in the other provinces. For the whole of India it was exactly normal. The highest maximum recorded during the week was 105·6° at Minbu, Central Burma, on the 20th.

Rainfall.—Of the 52 rainfall divisions shown in the following table, 28 received rain, while in 24 no rain fell. The rainfall of the week has been very small in amount, for only in four of the 28 divisions did the average actual rainfall exceed half an inch, and in 20 it did not exceed a quarter of an inch. The largest average rainfall was 2·02 inches in Coorg. In most divisions the fall was below the average of the week, and in only the Bombay and Malabar Coast Districts, Central Provinces (West), Gujarat, East Coast (South) and in Madras (South) was it in excess. In all other divisions it was either normal or in defect.

The last column of the rainfall table shows that the average rainfall for the period, 4th to 24th March, was in excess of the normal in most divisions of the Punjab and Bombay and Malabar Coast Districts; and in Eastern Bengal, Central Provinces (West), East Coast (South), and Madras (South).

The largest falls recorded during the week were in Southern India. Kotagiri (Nilgiris) received 6·01 inches during the week, Morekolum (Madura) 4·26 inches, and Alleppy (Travancore) 3·35 inches.

Province.	Division.	Rainfall data for week ending 24th March 1894.			Rainfall data from 4th March to 24th March 1894.		
		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, 4th Mar. to 24th Mar.	Excess or defect of (seasonal) rainfall expressed as a per-centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0·00	—0·09	0	0·17	—100
	Lower Burma	0	0·01	—0·01	0	0·01	—100
	Central ditto	0	0	0	0	0·06	—100
	Upper ditto	0	₹	₹	0·03	₹	₹
	Arakan	0	0·10	—0·10	0·06	0·23	— 74
Bengal and Assam	Eastern Bengal	0	0·43	—0·43	2·02	1·50	+ 35
	Assam (Surma)	0·19	2·28	—2·09	2·82	5·52	— 49
	Ditto (Brahmaputra)	0·41	0·73	—0·32	1·68	2·22	— 24
	Deltaic Bengal	0	0·28	—0·28	0·66	0·92	— 28
	Central ditto	0	0·12	—0·12	0·08	0·50	— 84
	North ditto	0	0·41	—0·41	0·02	0·00	— 98
	Orissa	0·02	0·23	—0·21	0·25	0 68	— 63
	Chota Nagpur	0·02	0·11	—0·09	0·03	0·77	— 96
	Bihar (South)	0	0·05	—0·05	0·01	0·25	— 96
	Ditto (North)	0	0·05	—0·05	0	0·28	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·04	—0·04	0·09	0·17	— 47
	North-Western Provinces (Submontane) (*a*).	0	0·03	—0·03	0·02	0·20	— 90
	Oudh (South)	0	0·05	—0·05	0·02	0·22	— 91
	Ditto (North)	0	0·06	—0·06	0·22	0·32	— 31
	North-Western Provinces (Central).	0	0·06	—0·06	0·09	0·22	— 59
	North-Western Provinces (West).	0·02	0·09	—0·07	0·11	0·31	— 64
	North-Western Provinces (Submontane) (*b*).	0	0·17	—0·17	0·88	0·94	— 6
Punjab	Punjab (South)	0·01	0·10	—0·09	0·12	0·39	— 69
	Ditto (Central)	0·02	0·06	—0·04	0·25	0·38	— 34
	Ditto (Submontane)	0·06	0·12	—0·06	0·85	0·77	+ 10
	Ditto (Hill Districts)	0·16	0·35	—0·19	3·53	2·00	+ 77
	Ditto (North-West)	0·20	0·47	—0·27	1·84	1·25	+ 47
	Ditto (West)	0·15	0·15	0	0·87	0·40	+118
Bombay and Malabar Coast Districts (Madras).	Malabar	0·99	0·41	+0·58	1·71	0·73	+134
	Madras (South Central)	1·21	0·32	+0·89	1·32	0·54	+144
	Coorg	2·02	0·22	+1·80	2·02	0·60	+200
	Mysore	0·28	0·11	+0·17	0·33	0·21	+ 57
	Konkan	0·02	0·02	0	0·02	0·03	— 33
	Bombay Deccan	0·39	0·08	+0·31	0·39	0·11	+255
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·08	0	+0·08	0·11	0	0
Central Provinces and Berar.	Berar	0·10	0·10	0	0·14	0·15	— 7
	Central Provinces (West)	0·29	0·12	+0·17	0·40	0 10	+150
	Ditto ditto (Central)	0·10	0·16	—0·06	0·18	0·36	— 50
	Ditto ditto (East)	0	0·13	—0·13	0·01	0·51	— 98
Bombay (North)	Gujarat	0·01	0	+0·01	0·01	0	0
	Kathiawar	0	0	0	0	0·08	—100
	Sind	0·01	0·01	0	0·04	0·19	— 79
Rajputana and Central India.	Central India (East)	0·05	0·05	0	0·05	0·09	— 44
	Rajputana (East), Central India (West).	0	0·02	—0·02	0·05	0·13	— 62
	Rajputana (West)	0	0·01	—0·01	0	0·03	—100
Madras	East Coast (North)	0·01	0·10	—0·09	0·12	0·31	— 61
	Ditto (ditto) (*a*)	0	0·44	—0·44	0	0·60	—100
	Hyderabad (South)	0	0·12	—0·12	0	0·47	—100
	Madras (Central)	0·01	0·04	—0·03	0·01	0·10	— 90
	East Coast (Central)	0	0·09	—0·09	0	0·20	—100
	Ditto (South)	0·23	0·21	+0·02	0 39	0·32	+ 22
	Madras (South)	1·01	0·43	+0·58	2·47	0·79	+213

W. A. BION,
Acting Assistant Meteorological Reporter to the Government of India.

Simla, the 29th March, 1894.

M. FINUCANE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE REPORTS OF THE SEVERAL LOCAL GOVERNMENTS AND ADMINISTRATIONS ON THE ADMINISTRATION OF THE REGISTRATION DEPARTMENT FOR THE THREE YEARS ENDING WITH THE YEAR 1892-93.

No. 680.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 3rd April, 1894.

Read—

Home Department Resolution No. $\frac{6}{259-271}$, dated the 17th February 1891.

Read also—

The Registration Reports of the several Local Governments and Administrations for the three years ending with the year 1892-93.

RESOLUTION.

OBSERVATIONS.—The last full reports on the administration of the Registration Department were submitted for the period of three years ending with the year 1889-90. The reports for the ensuing triennial period have now been received, and the following remarks on the various provincial reports briefly indicate the more salient features. In the statement attached to this Resolution the statistics for the past four years are compared for each province.

2. In the Madras Presidency the steady progress in the operations of the Department continued during the period under review. The number of documents registered rose from 762,471 in 1890-91 to 873,161 in 1892-93. The ratio of advance during the triennial period of compulsory and optional registrations affecting immoveable property was 20 and 23 per cent. respectively. On the other hand, the number of documents relating to moveable property declined during the same period by 5·4 per cent. Of the documents registered in 1892-93, 828,075 related to immoveable property, and of these 555,028 were compulsory and 273,047 optional registrations. The total number of documents affecting moveable property registered during the year was 42,623, of which 90 were compulsory registrations, the remainder being optional. The aggregate value of the property affected by the transactions registered, which was ₹1,567$\frac{3}{5}$ lakhs in 1891-92, rose to 1,772 lakhs in 1892-93, of which 1,643 lakhs represent immoveable and 129 lakhs moveable property. The total value of documents registered during the triennium ending 1892-93 was 48$\frac{1}{2}$ crores of rupees against 41$\frac{1}{4}$ crores in the corresponding period ending 1889-90. The average value of each document has slightly fallen from ₹202 in the triennium immediately preceding to ₹199 in that under review. The variations in the average value of sales and mortgages during the past six years have been comparatively slight, and the Local Government considers that there is nothing to suggest any general or permanent impoverishment of small landholders as a consequence of the continued unfavourable seasons. It is believed also that, at any rate in the more advanced districts, the ryots are less dependent than formerly upon professional money-lenders, and that the ownership of land is not passing from the agricultural to the non-agricultural classes to any injurious extent.

The receipts of the Department have gradually increased from ₹10,75,727 in 1890-91 to ₹13,14,784 in the year 1892-93. The expenditure in 1890-91 amounted ₹7,67,891, and rose to ₹8,33,169 in 1892-93. The proportion

of expenditure to receipts fell from 71·3 in 1890-91 to 63·4 in 1892-93. The surplus of receipts over charges was R4,81,615.

3. In the Bombay Presidency also there has been a progressive increase in the number of documents registered during the triennial period under review: though the total figures are still comparatively small. The number of documents registered, which in 1889-90 was 154,326, reached 177,170 in 1892-93. The annual average for the triennial period was 167,419. There has been a continuous increase in the number of compulsory registrations of documents relating to immoveable property, while optional registrations of such documents have remained nearly stationary. The number of compulsory registrations of this class was 122,477 in 1889-90 and 144,669 in 1892-93; while the number of optional registrations, which was 26,029 in 1889-90, stood at 26,487 in 1892-93. The aggregate value of property affected by registered documents amounted to R887 lakhs in 1892-93 against R809 lakhs in the preceding year. The aggregate value of the immoveable property affected rose (as compared with 1891-92) from R789 lakhs to R865 lakhs, and that of the moveable property from R20 lakhs to R22 lakhs.

The Transfer of Property Act (No. IV of 1882) came into operation on the 1st January 1893 in all the districts of the Presidency, except those in the Province of Sind and Aden and Deesa. The introduction of the Act will doubtless be followed by an increase in the operations of the Department. The number of registrations of instruments affecting moveable property still continues very small, being only 4,653 in 1892-93.

The revenue of the Department shows a steady increase. In 1889-90 it amounted to R4,41,809, and in 1892-93 to R5,12,881. The expenditure during 1892-93, R2,64,452, was about the same as in the preceding year—R2,64,958. The surplus during 1892-93 was R2,48,429 against R1,94,464 in 1889-90.

There has been a marked increase in the number of documents registered under the Deccan Agriculturists' Relief Act. The number registered in 1892-93 was 137,521 against 127,560 in 1891-92 and 119,839 in 1890-91. The increase was confined to the case of documents relating to immoveable property. There was a decline in the number of those relating to moveable property, which numbered 40,406 in 1889-90 and 36,557 in 1892-93. The financial results of registration under this Act show a deficit; but the amount of deficit, exclusive of the value of books and forms supplied free of charge, has gradually decreased from 13,324 in 1889-90 to 7,914 in 1892-93. The question of the amendment of the Act is now receiving the consideration of the Government of India.

4. The statistics for Bengal show a satisfactory advance in the operations of the Department. The number of documents registered rose from 893,608 in 1889-90 to 1,102,321 in 1892-93, and the annual average number during the triennial periods ending with these two years was 798,354 and 996,033 respectively. There has been an increase in the number of registrations of all kinds during the period under review, which the Lieutenant-Governor attributes to the growing confidence of the public in the Registration Department. In 1889-90 the deeds affecting immoveable property, which were compulsorily registered, were 594,933 in number; they steadily rose during the triennium, until in 1892-93 they numbered 732,259. The number of deeds affecting immoveable property, the registration of which was optional, similarly increased from 147,191 in 1889-90 to 207,395 in 1892-93. The aggregate value of property transferred by registered documents, which was 1,490$\frac{2}{5}$ lakhs in 1889-90, gradually increased during the three years, and in 1892-93 amounted to 1,773$\frac{1}{2}$ lakhs.

The operations under the Muhammadan Marriage Registration Act, I (B. C.) of 1876, increased from 8,215 in 1889-90 to 12,175 in 1892-93. The Inspector-General of Registration considers that in the majority of districts Muhammadan Registrars are gradually gaining popularity, though in certain

places they have failed to do so owing either to their own action or to the opposition of interested headmen and zemindars. The Act is in operation in 19 districts.

The receipts and expenditure of the Department increased respectively from R11,98,801 in 1889-90 to R14,35,541 in 1892-93, and from R6,27,434 to R7,26,771. The average annual surplus during the triennial period was in round numbers R6$\frac{1}{2}$ lakhs, or a lakh and a half more than the average surplus in each of the preceding three years.

5. In the North-Western Provinces and Oudh the number of documents registered in 1889-90 was 208,568 and 207,162 in 1892-93. The number of documents relating to immoveable property of the compulsory class rose from 122,905 in 1890-91 to 124,120 in 1892-93, while optional registrations affecting immoveable property fell from 36,622 in the former to 35,197 in the latter year. The number of transactions affecting moveable property was 43,722 in 1890-91, 46,616 in 1891-92, and 46,538 in 1892-93. The total number of optional registrations was about 40 per cent. of the total number of documents registered; it has stood at this figure during the past six years, and the statistics in general seem to denote that the condition of registration is at present stationary.

The most important change in the past three years has been the gradual introduction into the North-Western Provinces of the Oudh system of entrusting the work exclusively to departmental sub-registrars, and thus relieving tahsildars of this additional duty—a change which has been in progress since the year 1885. Considerable relief has already been afforded to the revenue officials, as out of 172 tahsildars who were employed in registration work in 1888-89, only 75 were still so employed in 1892-93. The change is not yet complete, and it is premature to form any final judgment on its effects.

The receipts of the Department rose from R3,90,334 in 1889-90 to R4,10,413 in 1892-93, and the expenditure from R1,82,802 to R1,98,202 in the same period.

6. In the Punjab there has been an increase since 1889-90 in the number of documents registered, the year 1892-93 showing 124,120 compared with 95,690 registered in the preceding year, and 78,384 in 1889-90. This increase in the operations of the Department is attributed mainly to a ruling by the Chief Court in 1890, under which (it is said) absolute security in respect of immoveable property is not guaranteed unless the document is registered, even though its registration may be optional under section 50 of the Registration Act, III of 1877. In consequence of this decision, registrations affecting immoveable property gradually rose from 72,497 in 1890-91 to 114,505 in 1892-93. There has been a gradual decline in optional registrations relating to moveable property, which numbered 8,786 in 1892-93 compared with 9,726, the average of the preceding triennium. The total number of optional registrations was 38,386 in 1892-93, or about 30 per cent. of the total number of registrations. The value of immoveable property transferred by registered deeds rose from 360$\frac{1}{2}$ lakhs in 1890-91 to 413$\frac{1}{2}$ lakhs in 1891-92 and 477$\frac{4}{5}$ lakhs in 1892-93 (the average for the preceding three years was R3,40,29,067), while that of moveable property so transferred remained almost stationary at about 20 lakhs. The gradual extension of the system of employing non-official sub-registrars instead of official agency is going on with satisfactory results.

The income was R3,23,398 in 1892-93 as compared with R2,63,558 in the previous year and R2,31,714 in 1890-91. The expenditure has likewise increased from R94,125 in 1890-91 to R1,00,267 in 1891-92 and R1,11,569 in 1892-93.

7. The number of documents registered in the Central Provinces rose from 28,676 in 1889-90 to 31,103 in 1892-93. The increase is most marked under sales and mortgages of immoveable property, which, taken together, form the bulk of registration in these provinces, yielding 26·2 per cent. and 41·2 per cent. of total registrations respectively. The value of the property affected by registered documents fell from R1,30,73,092 in 1891-92 to R1,18,36,553 in 1892-93, or by

₹12,36,539, chiefly owing to a falling off in the Narsinghpur District, where in 1891-92 four documents affecting property valued at more than 13 lakhs were registered in the course of litigation. The aggregate value was ₹1,02,50,323 in 1890-91 and ₹1,02,16,266 in 1889-90.

The receipts of the Department rose from ₹1,00,696 in 1889-90 to ₹1,12,129 in 1892-93, and the expenditure from ₹40,298 to ₹48,413 during the same period, leaving a net income of ₹63,716 in the year 1892-93.

8. There has been a large increase in Lower Burma since 1889-90 in the number of documents registered, the year 1892-93 closing with 17,369 as compared with 10,822 in 1889-90 (showing an increase of 62 per cent.). The largest increase occurred in documents relating to immoveable property of the compulsory class, which rose from 8,957 in 1889-90 to 15,023 in 1892-93. The number of optional registrations of immoveable property was 629, or only ten more than in 1889-90.

The total number of registrations relating to moveable property advanced from 1,203 in 1889-90 to 1,678 in 1892-93. The aggregate value of immoveable property transferred during 1892-93 was ₹19$\frac{1}{5}$ lakhs compared with ₹135$\frac{1}{5}$ lakhs in the previous year, while the value of moveable property transferred during those years rose from ₹16$\frac{4}{5}$ lakhs to ₹21$\frac{3}{5}$ lakhs. The Transfer of Property Act has not yet been brought into force in this province.

The gross income of the Department amounted to ₹54,752 in 1892-93 against ₹40,218 in the preceding year and ₹36,053 in 1889-90, and the expenditure rose from ₹16,948 in 1889-90 to ₹18,066 in 1891-92 and ₹21,856 in 1892-93.

There were in all 20 registration offices in Upper Burma at the close of 1892-93 as compared with 16 during the two preceding years. The number of registrations in 1889-90 was 1,534 and 2,402 in 1892-93. The amount of fees realized in those years was ₹4,015 and ₹6,130 respectively. The questions of the extension of compulsory registration throughout Upper Burma and the amendment of the Upper Burma Registration Regulation of 1887 with a view to provide for optional registration are at present under consideration.

9. In Assam the total number of instruments registered was 30,993 in 1892-93 against 31,242 in 1889-90; in the intermediate years the registrations numbered 31,239 in 1890-91 and 30,698 in 1891-92. Out of the 30,993 documents of all classes registered during the year 1892-93, 26,560 related to immoveable property, 4,323 to moveable property, and 110 to wills and authorities to adopt. Of the total number of documents registered during this year, 27,271, or 87·99 per cent., were registered in the Surma Valley, 3,640, or 11·74 per cent., in the Assam Valley, and 82, or 0·27 per cent., in the Hill districts. The total aggregate value of the transactions in 1892-93 was ₹55,70,820 against ₹51,95,802 in 1891-92 and ₹52,62,308 in 1890-91, and the average value of each transaction was ₹185 against ₹173 in each of the two preceding years.

The receipts of the Department during the year 1892-93 amounted to ₹44,295 against ₹43,187 in 1890-91 and ₹44,728 in 1891-92. The expenditure during the year was ₹24,203 against ₹24,551 in 1890-91 and ₹26,378 in 1891-92. There was a larger surplus in 1892-93, being ₹20,092 against ₹18,636 in 1890-91 and ₹18,350 in 1891-92; but, as explained by the Chief Commissioner, this result is due to the fact that the proportionate cost of the office of the Inspector-General of Registration, which was debited against the Registration Department up to the end of 1891-92, and which amounted to ₹3,024 during the year 1892-93, has been transferred to "General Administration." On the whole, registration is stated to be making little progress in Assam.

10. In Coorg there has been an increase during the triennial period in the number of documents registered, but the increase has not been progressive. The number of registrations in 1892-93 (1,938), though smaller than in 1891-92, when it reached 2,109, was in excess of that in 1889-90 (1,539). Although

the number of documents registered during 1892-93 was fewer than in 1891-92, the aggregate value of the property transferred during the later year, which was ₹28$\frac{1}{3}$ lakhs, was very largely in excess of that in 1891-92, when it amounted to about ₹14$\frac{1}{3}$ lakhs. This result was due to the fact that in 1892-93 a single deed of transfer amounted to ₹17 lakhs. The aggregate value of property transferred during 1890-91 and 1891-92 respectively (₹14$\frac{3}{4}$ lakhs and ₹14$\frac{1}{3}$ lakhs) was smaller than that in 1889-90 (₹17 lakhs).

The financial results show an increase in the receipts, with a decrease in the expenditure, during 1892-93 compared with the preceding year, the receipts amounting to ₹9,948 compared with ₹7,948 in 1891-92, and the expenditure to ₹3,485 against ₹3,776.

11. On the whole there has been an increase during the last triennial period in the number of documents registered in the Hyderabad Assigned Districts. The figure (31,162) reached in 1892-93 was smaller than the corresponding figure (31,766) for 1889-90; but the latter considerably exceeded the totals of all other years. The increase since 1890-91 is confined to documents relating to immoveable property, the number of registrations affecting moveables having remained almost stationary. The aggregate value of property transferred, which was ₹80$\frac{3}{3}$ lakhs in 1891-92, exceeded ₹92 lakhs in the following year.

The income of the Department has risen from ₹70,550 in 1891-92 to ₹75,734 in 1892-93. The expenditure has likewise grown from ₹38,127 in 1891-92 to ₹47,548 in the next year.

In Secunderabad the documents registered during the two last years numbered 830 and 978 respectively. The receipts amounted to ₹2,566 and ₹3,111, and the expenditure to ₹1,078 and ₹1,284.

12. The total number of registrations in India gradually rose from 2,167,130 in 1889-90 to 2,597,477 in 1892-93, and the increase was general to all provinces, except the North-Western Provinces and Oudh and Assam, where the operations of the Department were on the whole stationary. The receipts of the Department also show a progressive rise from ₹35,35,360 in 1889-90 to ₹42,96,987 in 1892-93—a rise which was common to all provinces. The expenditure of the Department also increased in all provinces, the total having risen from ₹19,95,544 in 1889-90 to 22,80,953 in 1892-93. The percentage of expenditure to receipts declined from 56·4 in 1889-90 to 53·0 in 1892-93.

The Governor-General in Council is glad to see that the results of the operations of the past three years again on the whole show satisfactory progress in the operations of the Department and an increase in its popularity. In the North-Western Provinces and Oudh, however, the figures are less satisfactory than in any of the other larger provinces; and the attention of His Honour the Lieutenant-Governor and Chief Commissioner is invited to the stationary condition of registration in the territories under his administration. His Excellency in Council trusts that, as has frequently been urged, the necessity for affording everywhere reasonable facilities for registration by expending a part of the available surplus will be kept in view.

ORDER.—Ordered, that a copy of the Resolution be forwarded to the Local Governments and Administrations marginally noted, and to the Foreign Department and the Department of Revenue and Agriculture for information, and that the Resolution be published in the *Gazette of India*.

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

[True Extract.]

C. J. LYALL.

Secretary to the Government of India.

1	2				3				4				5				6												7				
																	Aggregate Value of Property transferred by Registered Documents.												Proportion of offices to Area and Population.				
	Total number of Registrations.				Receipts.				Expenditure.				Percentage of column 4 on column 3.				Affecting immoveable property.				Affecting moveable property.				Total aggregate Value.								
Name of Province.	1889-90.	1890-91.	1891-92.	1892-93.	1889-90.	1890-91.	1891-92.	1892-93.	1889-90.	1890-91.	1891-92.	1892-93.	1889-90.	1890-91.	1891-92.	1892-93.	1889-90.	1890-91.	1891-92.	1892-93.	1889-90.	1890-91.	1891-92.	1892-93.	1889-90.	1890-91.	1891-92.	1892-93.	Area in square miles.*	Population.*	Number of Registration Offices.	Average area in square miles to each Registration Office.	Average population to each Registration Office.
					R	R	R	R	R	R	R	R					R	R	R	R	R	R	R	R	R	R	R	R					
Madras	727,395	762,471	805,474	873,161	10,24,105	10,75,727	12,33,844	13,14,784	7,26,979	7,67,891	8,47,393	8,33,169	70·9	71·3	68·7	63·4	13,06,89,806	13,89,69,948	14,44,62,695	16,40,38,432	1,67,01,358	1,20,35,476	1,23,02,887	1,28,88,772	14,73,91,164	15,10,05,424	15,67,65,582	17,72,27,204	141,380	35,630,440	398	355	89,524
Bombay	154,326	156,592	168,497	177,170	4,41,809	4,47,927	4,82,140	5,12,881	2,47,345	2,49,417	2,64,958	2,64,452	55·9	55·6	55·0	51·6	7,61,73,811	7,85,85,111	7,89,12,830	8,65,02,573	19,64,773	19,35,493	20,05,976	22,06,775	7,81,38,583	8,05,20,604	8,09,18,806	8,87,09,348	122,558	18,857,644	745	500	76,968
Bengal	893,608	897,316	988,463	1,102,621	11,98,801	12,10,481	13,33,736	14,35,541	6,27,434	6,29,359	6,84,203	7,26,771	52·3	50·7	51·3	50·6	12,75,87,010	13,92,10,950	14,91,27,538	15,44,30,020	2,14,53,548	2,17,80,817	2,25,67,581	2,29,19,988	14,90,40,558	16,09,91,767	17,16,95,119	17,73,50,008	151,543	71,346,987	346	438	206,205
North-Western Provinces and Oudh	208,568	204,435	207,958	207,162	3,90,334	3,93,827	4,02,523	4,10,413	1,82,802	1,89,697	1,92,837	1,98,202	46·8	48·1	47·9	48·3	7,38,99,470	7,20,47,576	7,66,11,251	7,72,09,948	1,03,16,951	96,37,578	95,53,593	1,36,83,085	8,42,16,422	8,16,85,154	8,61,64,754	9,08,93,033	107,593	46,905,085	339	317	138,363
Punjab	78,384	82,351	95,690	124,120	2,21,989	2,31,714	2,63,558	3,23,398	87,721	94,125	1,00,267	1,11,569	39·5	40·6	38·0	34·5	3,42,41,160	3,60,55,208	4,13,48,663	4,77,85,459	23,58,776	18,18,902	20,41,058	20,24,638	3,65,99,936	3,78,74,110	4,33,89,721	498,10,097	110,667	20,866,847	258	429	80,879
Central Provinces	28,676	28,063	29,790	31,103	1,00,696	1,01,789	1,10,987	1,12,129	40,298	42,831	42,842	48,413	40·0	42·0	38·6	43·2	95,59,083	98,07,074	1,25,40,150	1,13,35,577	6,57,183	4,43,249	5,32,942	5,00,976	3,02,16,266	1,02,50,323	1,30,73,092	118,36,553	86,501	10,784,894	86	1,006	125,399
Lower Burma	10,822	11,013	12,340	17,369	36,053	36,559	40,218	54,752	16,948	18,407	18,066	21,856	47·0	50·3	44·9	39·9	1,22,96,269	1,18,87,167	1,35,18,922	1,96,20,421	32,36,970	18,21,915	16,82,960	21,59,605	1,55,33,239	1,37,09,082	1,52,01,882	2,17,80,027	87,957	4,658,627	120	733	38,822
Assam	31,242	31,239	30,698	30,993	42,417	43,187	44,728	44,295	23,193	24,551	26,378	24,203	54·6	56·8	59·0	54·6	41,94,321	44,18,402	41,58,726	42,55,623	10,65,388	8,43,906	10,37,076	13,15,197	52,59,709	52,62,308	51,95,802	55,70,820	45,349	5,433,199	25	1,814	217,328
Coorg	1,539	1,825	2,109	1,938	5,701	7,620	7,948	9,948	1,808	2,104	3,776	3,485	31·7	27·6	47·5	35·0	15,90,699	12,82,576	12,25,395	26,44,321	1,23,561	1,93,215	2,06,690	1,90,062	17,14,260	14,75,791	14,32,085	28,34,382	1,582	173,055	8	198	21,632
Hyderabad Assigned Districts (including Secunderabad).	32,570	29,150	29,698	32,140	73,455	70,484	73,116	78,846	41,016	40,909	39,205	48,833	55·8	58·0	53·6	61·9	77,73,537	78,92,912	81,99,379	94,48,799	4,27,301	4,00,935	3,96,530	3,66,662	82,00,838	82,93,847	85,95,909	98,15,461	†17,717	†2,897,040	65	†281	†45,985
Grand Total	2,167,130	2,204,455	2,370,717	2,597,477	35,35,360	36,49,315	39,92,798	42,96,987	19,95,544	20,59,291	22,19,925	22,80,953	56·4	56·4	55·6	53·0	47,80,05,166	50,01,56,924	53,01,05,549	5,77,57,173	5,83,05,809	5,05,11,486	5,23,27,203	5,82,55,760	53,63,10,975	55,10,68,410	58,24,32,752	63,58,26,933	872,757	217,552,618	1,890	462	115,107

* The figures for the North-Western Provinces and Oudh, Punjab, and Central Provinces are taken from the Census Reports, and the remainder from the Administration Reports for 1892-93.

† Excluding Secunderabad.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RIOTS IN THE KAMRUP AND DARRANG DISTRICTS IN ASSAM.

The following papers are published for general information :—

No. $\frac{792\text{-Rev.}}{8440\text{-R.}}$, dated Shillong, the 4th November, 1893.

From—F. C. DAUKES, Esq., Secretary to the Chief Commissioner of Assam,

To—The Secretary to the Government of India, Revenue and Agricultural Department.

I am directed to forward, for the consideration and orders of the Government of India, copy of letter No. 4000, dated the 3rd August 1893, with enclosures, from the Director, Department of Land Records and Agriculture, Assam, submitting, in accordance with rule 18 of the Assam Valley Resettlement Rules, his final report on the reassessment of the Assam Valley Districts.

2. With my letter No. 3032-R., dated the 7th July 1892, I submitted with other papers, for the information of the Government of India, copy of a Note dated the 29th June 1892, drawn up by Mr. Ward, in which he reviewed the previous correspondence which had taken place with the Government of India on the subject of the reassessment, and stated the principles on which he considered the reassessment should be made. In your letter No. 1677-A.—191, dated the 6th August 1892, you conveyed the general approval of the Government of India to the instructions issued by the Chief Commissioner in accordance with the principles laid down in his Note, and suggested that those instructions should be recast in the form of rules to be issued under section 29 of the Land and Revenue Regulation. This suggestion was accepted by the Chief Commissioner, and draft rules for the reassessment of the Assam Valley were prepared and published for criticism in the *Assam Gazette* of the 8th October 1892.

In publishing the draft rules it was stated that the rules would be taken into final consideration on or before the 8th November 1892, and that all criticisms must be received before that date. Owing, however, to representations received from various quarters that the time allowed to the public for criticising the rules was too short, they were not finally issued until the end of December 1892, when they were published in the *Assam Gazette* of the 23rd December 1892 with certain amendments, which the criticisms submitted showed to be necessary.

3. In paragraphs 10 to 27 of the report now submitted will be found set forth the substance of all the criticisms which have been offered on the rules, and the Chief Commissioner has nothing to add to Mr. Darrah's remarks upon them. In Mr. Ward's opinion none of these criticisms is deserving of very serious consideration. They have, moreover, all been effectually disposed of in the correspondence, notes, and discussions which preceded the issue of the rules. Many of the criticisms offered are also based on the assumption, for which there is no foundation whatever in the rules themselves, that it was the intention of the Chief Commissioner to double the land revenue assessment all round. It is needless to say that the Chief Commissioner has never contemplated anything of the kind, although he certainly held the view, which the report now submitted shows is supported by every district officer in the Assam Valley, that there are very large areas in each district which could well bear the assessment upon them being doubled.

Principles of assessment laid down in the resettlement rules.

4. The principles of assessment laid down in the rules in question are fully explained in paragraphs 10 to 13 of Mr. Ward's Note of the 29th June 1892, and may be briefly recapitulated as follows:

(1) The present system under which all land in the valley is divided into three classes only, *viz.*, (*a*) homestead and garden ; (*b*) low rice lands (*rupit*) and high lands (*faringati*), without any regard

whatever to comparative advantages and disadvantages in the matter either of situation as regards markets, or of productiveness of soil, or of liability to inundation, &c., is discontinued, and lands of each of these three classes or descriptions are sub-classified and assessed upon an approximate estimate of their actual value.

(2) The rules required that the comparative value of lands of each of the three descriptions referred to is estimated not by crop experiments (which, so far as these experiments have hitherto extended in the Assam Valley, are not a sufficiently safe guide), nor by any minute enquiries into the net profit derivable by the cultivator from each description of land (which in this part of India can, in the Chief Commissioner's opinion, never lead to any practical or reliable results), but mainly by reference to the actual demand for land, as shown partly by the comparative density of the population in different parts of a district, partly by the proportion in each village of waste unsettled to the total cultivable land and of permanent to shifting cultivation, and partly by the amount of land sublet by the settlement-holder to tenants. Statistics as to the relative density of the population in different villages in each district are easily obtainable from the results of the recent census, while the cadastral survey maps (there being a separate map for each village) show on their face in what villages the demand for land is greatest, and where, therefore, the land is most valuable. It may here be mentioned that there are some villages the maps of which show that every *bigha* of land in them is taken up, and that the whole of the cultivation is permanent, while there are others the maps of which show a large proportion of land lying waste. It was chiefly upon an examination of these maps that the Director, Department of Land Records and Agriculture, after consulting the Chief Commissioner, based his provisional classification of villages into first, second, and third class villages, and issued it, as required by rule 9 of the Resettlement Rules, to the several district officers as a basis for future proposals.

(3) The provisional classification of villages divided all villages in the valley into three classes only, *viz.*, first, second, and third class villages, and the rules laid down that ordinarily all the lands, whether homestead, *rupit*, or *faringati*, were to be assessed at first, second, or third class rates according to the class of villages in which they fell. The three classes of rates laid down by the Chief Commissioner for each of the three recognised classes of land above mentioned are given in rule 3 of the Resettlement Rules. In first class villages the existing rates were doubled, in second class villages they were raised 50 per cent., and in third class villages they were raised 25 per cent.; at the same time full discretion was allowed to the district officers to propose a fourth class of villages, and therefore fourth class rates, for each of the three main descriptions of land if they considered the third class rates laid down in the rules were too high. It was also clearly pointed out in paragraph 12 (4) of Mr. Ward's Note of June 1892, a copy of which was sent to all district officers for their information and guidance, that the best lands in every district need not necessarily be assessed at first class rates if any officer considered that the lands of his district were inferior in productive power, or in any other respect, to those of another district, or that there were other considerations which might lead him to recommend that his first class villages should not be assessed at the same rate as similar villages in other districts. It was further pointed out in paragraph 13 of the same Note that district officers were at liberty to propose that in any particular village, though classed, say, as a first class village, the lands of each description should not all be placed in the first class.

(4) The provisional classification of villages having been issued to the district officers, rules 9 to 12 of the Resettlement Rules laid down the procedure to be observed by them in making the provisional classification widely known, and in inviting the people to come forward and object.

(5) Paragraph 13 of the rules limited the admissible objections to certain heads. Thus, general allegations that the people of the villages were too poor to bear any enhancement of assessment whatever, or that no village in the district could bear an enhancement of 100, 50, or 25 per cent., as the case might be, were not to be entertained, but any villager might object that his village was in the provisional classification classed too high, or, admitting the correctness of the village classification, that all the lands in the village could not bear first class rates.

(6) In dealing with the admissible objections above noticed, district officers were enjoined to devote their tours of the last cold weather to making complete enquiries into the validity of the objections raised without having recourse to crop experiments or to minute enquiries regarding the net profits derived from the land by the Government settlement-holder, and their attention was chiefly directed to the necessity of enquiring into the comparative productiveness of village lands, which had not been taken into consideration at all in preparing the provisional classification list of villages. The facility of bringing the produce of the land to market was also to be considered (Rules 6 and 13). Thus, while the provisional classification of villages issued by the Director was based only on the single consideration of the demand for land, district officers were directed to modify that classification, where necessary, by reference to further considerations, *viz.*, the relative productiveness of land in the different villages and the accessibility of the land to markets.

(7) In paragraph 13 (5) of Mr. Ward's Note of June 1892, it was pointed out in what manner, and to what extent, each district officer was to make his local enquiries with reference to the objections preferred to the provisional classification. He and the subdivisional officers were required to visit personally as many villages as they could, and in regard to villages which they could not visit, they were to collect together the tahsildars or mauzadars and other subordinate revenue officials who had large local experience, and also the settlement-holders themselves, and elicit from these all the information they could, the information so obtained being confined to noting down only very marked distinctions in such advantages or disadvantages as might attach to villages in regard either to productiveness of the soil, liability of the land to floods, proximity to markets, and so forth, such as might enable the district officer to bring together a considerable number of adjoining villages into one homogeneous group for purposes of applying the rates of assessment laid down in the rules.

Khiraj lands under special cultivation.

5. The principles referred to in the last paragraph as those upon which the reassessment was to be made have reference only to the reassessment of lands taken up for what is known as ordinary cultivation, that is to say, for the ordinary staple crops of the Assam Valley. In the original draft of the resettlement rules it was proposed to treat in the same way lands under special cultivation, *i.e.*, tea lands which had been taken up under the ordinary settlement rules on what is known as *khiraj* or full revenue-paying *patta;* that is to say, Mr. Ward had originally intended to assess all such lands at the village rates laid down in the rules according to the class of the village in which they were found to be situate. The Indian Tea Association, however, and planters in the Assam Valley generally, took exception to this mode of assessing their lands. Their objections were based on an entire misconception of the extent to which their interests would be really affected by the draft rules. Lands taken up under the special

Waste Land Rules (section I of the Assam Valley Settlement Rules) are not affected at all by the present reassessment, and will not be affected until the expiry of the terms of the existing thirty-year leases, when they will be liable to be assessed at the ordinary prevailing rates. Some of the grants under the Waste Land Rules in force prior to 1876 will be affected only to the extent of having to pay a higher local rate. The amount of *khiraj* land under tea in the Assam Valley, which is alone immediately affected by the reassessment, is insignificant, amounting altogether to less than 88,000 acres out of a total area of nearly 600,000 acres taken up for tea in the Assam Valley. Details for each district will be found in paragraph 22 of Mr. Darrah's report. In view, however, of the objections raised by the planting community to the rules, the Chief Commissioner amended the original draft by providing a special rule (rule 15) for the assessment of tea lands held under *khiraj patta*. This rule left it open to the Chief Commissioner, with the approval of the Government of India, to assess *khiraj* tea lands at such special rates as he might think proper, subject to a limit of 50 per cent. increase on present rates. After the final issue of the rules in December last, the Chief Commissioner took the opportunity, when visiting on tour each district of the Assam Valley, to explain the rules to the planters who met him, and finally arranged with Mr. Buckingham, the Chairman of the Assam Branch of the Indian Tea Association, to meet at Dibrugarh delegates of planters from each district, and to discuss with them the question as to what would be a fair rate to assess on *khiraj* tea lands under rule 15 above referred to. It is unnecessary to trouble the Government of India with details of the discussions which took place at the conference. It is sufficient to say that the planters were all agreed that they could not claim total exemption from enhancement on their *khiraj* lands; that they were agreeably surprised to find that the new rules only affected their *khiraj* lands; and that they fully admitted that tea cultivation in Upper Assam could bear a higher rate of assessment than similar lands in Central or Lower Assam, and that lands in Central Assam were more valuable than in Lower Assam. The most productive and at the same time the most profitable tea lands in the Assam Valley are admittedly to be found in the two districts of Lakhimpur and Sibsagar and in the Sadr subdivision of Tezpur; the Chief Commissioner has, therefore, decided, subject to the approval of the Government of India, to raise the assessment in this tract from 8 annas to 12 annas a *bigha*. In the Nowgong district tea lands are not so productive or so profitable, and the assessment here has been fixed by the Chief Commissioner at 10 annas a *bigha* only; while in the subdivision of Mangaldai, which belongs to the Darrang district, and in the district of Kamrup, the assessment has been raised to 9 annas only. This assessment of *khiraj* tea lands has already been communicated by the Chief Commissioner to Mr. Buckingham, who has accepted it, and it only remains now for the Government of India to accord its sanction to the same. The increase of revenue derived from *khiraj* tea lands by this assessment is probably greater than what would have been obtained had the original draft rules been allowed to stand. *Khiraj* tea lands are generally taken up in villages where there are large areas of waste, and these would be mostly third class villages, on which the assessment under the rules cannot be enhanced by more than 25 per cent. Rule 15, however, has enabled the Chief Commissioner to increase the assessment on such lands in the two most important districts of the Assam Valley by nearly 50 per cent.

Rule 25.

6. One objection taken to the rules as originally drafted was that by raising the rates immigration and the taking up of waste land would be discouraged. The Chief Commissioner did not attach any great weight to this objection, but rule 25 was framed to meet it. At present anyone taking up waste land under the ordinary settlement rules, whether for tea or for ordinary cultivation, pays the *faringati* rate of 8 annas a *bigha* for the land taken. In the rules, as originally drafted, he would have had to pay the village rate for *faringati*, so that if he took up waste in a first class village, he would have had to pay one rupee a *bigha*. As a matter of fact, however, waste is rarely to be found in first class villages. In second class villages the proportion of waste will doubtless be greater, but it will not be very large. *Faringati* land therefore would chiefly, if not entirely, be taken up in third class villages, where the new rate is 10 annas a *bigha*. It has been strongly urged by the Director, Department of Land Records and Agriculture, that the raising of the rate by 2 annas a *bigha* will have no appreciable effect on applications to take up waste land, and that rule 25 is therefore unnecessary. Mr. Ward, however, has decided to let the rule stand. The demand for waste land in the Assam Valley in proportion to the supply is so small, owing to the sparseness of the population in and in the neighbourhood of the tracts where such land is chiefly to be found, that it seems undesirable to offer even the smallest discouragement to the taking up of such lands.

Mr. Darrah's report.

7. The report now submitted by Mr. Darrah shows very fully how effect has been given by him and by the several district and subdivisional officers (who are the settlement officers referred to in his report) to the principles laid down in the Resettlement Rules and to the instructions contained in Mr. Ward's Note of June 1892 as to the procedure to be followed in giving effect to those principles. The following points in the report may be noticed:

Area brought under resettlement.

Paragraph 2.—This paragraph should be read with rules 4 and 20 of the Resettlement Rules and paragraph 12 (4) of Mr. Ward's Note of June 1892. Under rule 4 all lands liable to assessment at full rates and lying outside the cadastrally-surveyed areas were ordered to be assessed at the lowest rates which might finally be adopted for each district, *i.e.*, at third class rates or fourth class village rates, should any Deputy Commissioner propose a fourth class for his district. As a matter of fact, no Deputy Commissioner has proposed to have more than three classes of villages, so that all non-cadastral areas will, under rule 4, be now assessed at third class village rates, except in certain special tracts to be noticed hereafter, in which the district officers have suggested that the lands should be exempted altogether from enhancement.

It will be observed that by "cadastrally-surveyed areas" or "tracts" in the rules are meant areas of which the cadastral survey and settlement had been completed at the time the rules were issued. In regard to areas of which the settlement on cadastral survey results is not complete, and for which the materials are therefore not yet available for selecting the first and second class villages, rule 20 provides that, until the settlement papers are complete, they will be treated as non-cadastral areas and settled annually at third class village rates, but that, as soon as the settlement papers are received, these areas will be treated like other areas of which the settlement on cadastral survey results has been completed, and selections of first and second class villages will be made in them, and first and second class rates applied to these villages.

The following statement shows conveniently what the whole cadastrally-surveyed area in each district is in which the selection of first, second, and third class villages will be made, all land outside this area being treated as non-cadastral and assessed at third class rates, or exempted altogether from enhancement:

District.	Total cadastrally-surveyed area in which selection of first and second class villages will be made.	Cadastrally-surveyed area in which selection of first and second class villages has already been made (paragraph 1 of Mr. Darrah's report), to take effect from 1st April 1893.	Area in which selection of first and second class villages will be made, to take effect from 1st April 1894.	Area in which selection of first and second class villages will be made, to take effect from 1st April 1895.
	Square miles.	Square miles.	Square miles.	Square miles.
Kamrup ...	1678·43*	1286·91*	364·60	26·92
Darrang ...	857·10	547·02	...	310·08
Nowgong ...	1002·99	586·59	416·40	...
Sibsagar ...	1520·69	1370·48	...	150·21
Lakhimpur ...	269·25	*Nil*	...	269·25
Total	5328·46*	3791·00*	781·00	756·46

* Includes the 111·64 square miles of the Barpeta experimental survey.

Put shortly, the above statement means that the cadastrally-surveyed area to which the Resettlement Rules refer covers 5328·46 square miles; that the present report proposes out of this area to classify villages for the purposes of the reassessment which is to take effect from the first April 1893 in 3791·00 square miles only. Of the remaining 1537·46 square miles, 781 square miles will have the revenue enhanced to third class rates only for the current year, and be settled on annual *patta*; but the classification of villages in this area will be completed this cold weather, and certain villages raised to the first and second class with effect from the 1st April 1894. Similarly in the 756·46 square miles the village classification will be completed in the cold season of 1894-95, and will take effect from the 1st April 1895. On the completion of the village classification in these remaining tracts, periodic *pattas* will issue to the settlement-holders as in the case of those villages which have already been classified, and all *pattas* issued at the resettlement will have their terms fixed so that they may expire on the same date.

Procedure observed in inviting objections to provisional classifications of villages.

Paragraphs 7 to 9 and Appendix F of the report show the steps taken by district and subdivisional officers to make widely known the provisional classification of villages in the cadastrally-surveyed tracts of each district, together with the new rates attaching to each class, and the procedure adopted by them in dealing with objections. The very small percentage of objections per square mile presented, as shown in Appendix F, may be noticed. In no district, except Kamrup, was there one objection to the square mile. In Kamrup the percentage was as high as 11·56, which is explained in paragraph 9 of the report. Where the settlement-holder had only a short distance to travel, he objected; but if he had a long distance to go to the Deputy Commissioner or the Subdivisional Officer, he did not think it worth his while to object, even though the provisional classification of villages might involve the existing assessment on his land being doubled.

Objections to the reassessment.

Paragraphs 10 to 27 of the report deal with the objections against the reassessment which were preferred in the shape of memorials to His Excellency the Viceroy or to the Chief Commissioner. These were all objections of a general nature and are fully dealt with, and in the Chief Commissioner's opinion sufficiently disposed of by Mr. Darrah. It may, however, be mentioned that during his recent tour through the Assam Valley, the Chief Commissioner met thousands of settlement-holders, most of them being the actual cultivators of the soil, and personally heard all they had to say against the reassessment. He also met several native gentlemen of some position and influence, including the President of the Sarbbajánik Sabha at Jorhat, and discussed with them the principles of the Resettlement Rules. As soon as it was explained that the Government had no intention whatever of doubling the existing assessment all round, but only intended to double in a limited area, to increase the assessment by 50 per cent. in some villages, by 25 per cent. in others, while possibly in certain villages there would be no increase of assessment at all, all serious objection to the reassessment may be said to have been practically withdrawn, and the only argument really pressed upon the Chief Commissioner was that, as the people were accustomed to the present broad classification of the land throughout the entire valley into three classes only, that classification should be maintained, and that the existing rates on each class should be simply increased all round by 25 per cent. A further increase than this was deprecated, as was also the sub-classification of the three main descriptions of land into first, second, and third class. The people, it was said, would probably not understand upon what valid ground the lands of one village were classed as first class, while those of an adjoining village might be put into the third class. When it was pointed out to the settlement-holders and cultivators themselves that it was manifestly unfair to Government that *rupit* lands producing 12 maunds a *bigha* should be assessed, as it now is, at the same rate as lands of the same denomination producing 5 maunds only, or that lands liable to constant inundation should bear the same assessment as lands secure from such accidents, while, on the other hand, it would be equally unfair to the Government tenant to assess the inferior lands of the same denomination at the same rate as the superior, the justice of the argument was fully admitted, but the reply was simply that existing practice ought not to be disturbed. As the Government of India are aware, it

has been decided that existing practice cannot be continued, and that while the principles upon which the present reassessment has been made lay no pretence to scientific accuracy, so far as the classification of land is concerned, it is certainly a considerable advance upon what might almost be said to be the present entire absence of any principle whatever in assessing lands in the Assam Valley. The argument that the people will not understand the division of a district into homogeneous areas for purposes of assessment is not one to which the Chief Commissioner attaches any weight. Such a division will be readily enough understood when it is introduced, just as it is thoroughly understood in Cachar and in the Jaintia parganas in the district of Sylhet, where the cultivator is not superior in intelligence to the average Assam ryot. Paragraph 24 of the report further deals with the argument of unfairness which has been raised against the principles on which the present reassessment has been made.

Apprehended migration from superior to inferior class villages.

Paragraph 26 of Mr. Darrah's report notices an objection which has been taken to the reassessment rules, based on the ground that people will abandon first class villages and go to villages of the third class. The subject is again noticed in paragraph 39 of the report. The Chief Commissioner has no fear whatever that migration to any appreciable extent will take place. It might occur if any attempt was now being made to assess the land at its full value. But the permanent cultivator of the soil will not in Assam, any more than in other parts of India, except under very high pressure, give up his permanent home and lands and take to shifting cultivation. If his cultivation is not permanent, it is not very material whether he shifts to cheaper lands or not. So long as permanent cultivation is not disturbed, there is nothing to fear, and we know that by far the greater portion of the cultivation in first and second class villages as now classified is permanent. In third class villages there may be sometimes found considerable areas of non-permanent *faringati* cultivation, but Mr. Ward doubts whether any cultivator of such lands would give them up, and go to the labour and expense of clearing new lands for the sake of saving 2 annas a *bigha*. If he is a shifting cultivator, he will shift in any case whether rule 20 stands or is cancelled; if his cultivation is not shifting, Mr. Ward believes that he will prefer to remain where he is.

Local enquiries made by district and subdivisional officers.

Paragraphs 28 to 34 of the report describe fully the nature of the local enquiries made by district and subdivisional officers with reference to the objections preferred against the provisional classification of villages and the considerations which led them classify villages as they have done. One of the objections urged against the reassessment was that a number of subordinate officials, amins, kanungos, mandals, and others of the same class would be let loose over the country to make the required classification, with the result that corruption would prevail everywhere. Nothing of the kind, however, has happened. The whole, or nearly the whole, classification has been done by the district and subdivisional officers themselves. Any such officer who knows anything about his district or subdivision knows perfectly well where the villages lie in which the density of the population is greatest, the cultivation is most permanent, the proportion of waste to cultivation is smallest, and the lands are most productive, easily accessible to markets, and free from risks of inundation. Every subdivision also has its Sub-Deputy Collector, who spends half the year in the interior of the subdivision, and is, as a rule, well acquainted with the agricultural conditions of villages. In cases where the district or subdivisional officer was in doubt as to how to classify a village, he always had the Sub-Deputy Collector to consult, and where the Sub-Deputy Collector was in doubt, reference could be made to the mauzadar, or, where tahsils have been established, to the tahsildar. There was no need for the district or subdivisional officer to consult any revenue officials of lower grade than those above mentioned; nor was there any occasion to employ such subordinate agency as amins, mandals, or inferior-paid kanungos to make any enquiries whatever for purposes of village classification. In this respect all officers followed strictly the instructions laid down in paragraph 13 (5) of Mr. Ward's Note of June 1892, and in this way all opportunity for corruption was avoided.

Procedure of the Director on completion of local enquiries.

In *paragraph 35* of the report it is shown how, after the district and subdivisional officers had completed their local enquiries, Mr. Darrah personally visited every district and subdivision, and went over with each officer the village classifications they contemplated proposing after disposing of all objections. It may here be mentioned

that Mr. Ward also visited every district and subdivision in the valley last cold weather with one exception (Barpeta), and discussed with the district and subdivisional officers their proposed classifications. As noticed by Mr. Darrah, the provisional classification had brought out an increase of revenue varying in different districts from 70 to 85 per cent.; but it was fully expected that the district officers would reduce, and in fact they were ordered to reduce, this increase to at least 50 per cent., leaving a margin for further reduction by the Chief Commissioner in cases where it might appear to him doubtful in what class a village should be placed. The report shows the difficulty which was experienced in reducing the provisional classification to the extent required. No single district or subdivisional officer could, after giving every village the benefit of every possible doubt as to the class in which it should be put, bring out a lower enhancement than 53 per cent., while the two subdivisions of the Sibsagar district, Jorhat and Golaghat, showed an increase respectively of 65 and 69 per cent.

Final reports of the district and subdivisional officers how dealt with.

Paragraph 37 of the report deals with the final reports submitted by the district and subdivisional officers. Appendix G will give the Government of India some idea of the information which was required to be furnished in these reports in order to enable the Director of Land Records to submit his final classification proposals to the Chief Commissioner under rule 18 of the Resettlement Rules. In paragraphs 38 to 41 Mr. Darrah gives in detail the procedure adopted by him in going over the final classification proposals of the district and subdivisional officers. In Appendices H to M are shown for each of the five upper district of the Assam Valley how villages were, with the Chief Commissioner's approval, provisionally classified by the Director into three classes, regard being had solely to the demand for land as indicated (1) by the density of the population, (2) by the proportion of culturable waste to settled land, and (3) by the proportion of fluctuating *khiraj* (or full revenue-paying lands) to total *khiraj* lands in each village (see rule 8 of the Resettlement Rules). These three considerations formed the basis on which the Director made his provisional classification, as shown in the column of the statement referred to headed "Classification as made by provisional list." The columns headed "Serial No." give the classification of each village based on each of these considerations taken separately. The last column but two shows what modifications in the provisional list were made by the settlement officer, that is to say, by the district or subdivisional officer, when submitting his final report, and the last column but one shows the final classification now proposed by the Director after considering the final reports of the settlement officers.

Alterations made by the Director in the final classification of villages proposed by district officers.

In *paragraph 40* of his report Mr. Darrah gives a summary of his reasons for the changes he has made in the settlement officers' proposed village classification. The point to be here noticed is that the alterations made in the provisional list by the district officers have all been in the direction of leniency, the benefit of the doubt being always given to any village regarding which there was any uncertainty as to how it should be classified. In almost every case the classification of the provisional list, where it has not been accepted by the settlement officer, has been reduced. In the few cases where the classification of the provisional list has been raised, full reasons have been given in Appendices H to M. Similarly, in the few cases where the Director has raised the proposed classification of the settlement officer, reasons will be found recorded in these appendices.

The district of Goalpara. Areas which will not immediately come under full assessment. Areas on which existing assessment will not be enhanced.

Paragraph 42 of the report refers to those portions of the five upper districts of the Assam Valley which, as explained above, will not immediately come under full reassessment pending completion of the settlement on cadastral survey results and the records connected therewith. It will be seen that the Deputy Commissioner of Lakhimpur proposes either to assess certain tracts in his district at fourth class rates (see rule 3 of the Resettlement Rules), or to exempt them from enhancement altogether. Subject to the approval of the Government of India, the Chief Commissioner has decided to exempt these tracts altogether from enhancement and also certain tracts in the north and south-west of the Kamrup district noticed in paragraph 40 (*a*) of the Director's report. The district of Goalpara, as the Government of India are aware, is for the most part permanently settled. The only temporarily-settled

portions of the district are the Eastern Duars, which are at present assessed at special rates. The Resettlement Rules do not apply to these tracts (see rule 3), and they will continue to be settled at special rates, the present rates being slightly raised in the more advanced and accessible tracts.

Increase in the assessment if the rates published in the Resettlement Rules are maintained

Paragraph 43 of the Director's report shows the result of applying (1) the rates laid down in the Resettlement Rules to the village classification as now finally proposed by the Director, and (2) the special rates fixed by the Chief Commissioner for *khiraj* lands under *special* cultivation. The total increase in the revenue on *khiraj* lands under special cultivation will amount to Rs. 57,265, being an increase of about 42 per cent. on the present assessment. As the planters have accepted the Chief Commissioner's rates, there is nothing more to be said on this point. Details of the increase of revenue which will be obtained from these lands will be found in Appendix N. The final results for *khiraj* or full revenue-paying lands under ordinary cultivation are given in Appendix O, and work out to an increase of Rs. 15,19,667, or a rise of 52·75 per cent. In the case of the *nisf-khiraj* lands of Kamrup (see paragraph 41 of the report), the total increase amounts to Rs. 86,784, being a rise of no less than 94·20; 15·81 per cent., however, of this increase is due to the fact that waste lands which were included in the *nisf-khirajdar's patta* at the last settlement, and which were not assessed to revenue, are now, under the terms of the *patta*, liable to assessment at one-eighth of *rupit* rates. Taking all the above three classes of estates together, the total immediate increase in revenue brought out by the application of the published rates to the Director's proposed classification of villages in the five upper district of the Assam Valley is Rs. 16,63,716, being an increase of 53·49 on the revenue demand of 1892-93.

Final proposals submitted to the Government of India.

8. The question which now has to be considered is whether this enhancement in the assessment of the Assam Valley is greater than the circumstances of the case justify, or on grounds of policy may be considered expedient. That the people can easily bear the increase cannot, in the Chief Commissioner's opinion, admit of a moment's doubt, and it is not without considerable hesitation that Mr. Ward has decided to propose to the Government of India to reduce somewhat the rates published in the Resettlement Rules. The Director's report shows that, after the most careful local enquiries, after giving the benefit of the doubt to all doubtful villages, and notwithstanding all the pressure that has been put upon the district officers to reduce the provisional classification of villages so as to limit the enhancement to 50 per cent., not one of them has found it possible to do so. They are all unanimous in finding that in each district and subdivision there are large tracts of land which can easily bear an assessment at double the existing rates, while there are other large areas on which the assessment might be raised by 50 per cent. Appendix O to Mr. Darrah's report gives the following results for each district in regard to the areas now finally classified as first, second, or third class, and the proportion which these areas bear to the whole area of the district. In other words, the following statement shows over what proportionate areas in each district the revenue on *khiraj* lands taken up for ordinary cultivation will, if the rates published in the Resettlement Rules are allowed to stand, be raised 100, 50, and 25 per cent. respectively:

District or sub-division.	Percentage of				Percentage of increase over present assessment.	Remarks.
	First class areas.	Second class areas.	Third class areas.	Areas exempted from enhancement.		
Kamrup . .	32·32	21·36	42·78	3·54	54·48	
Mangaldai . .	33·01	35·19	31·80	...	60·79	
Tezpur . .	...	...	100·00	...	21·66	
Nowgong . .	31·44	18·03	50·53	...	54·89	
Golaghat . .	49·48	31·82	18·70	...	73·21	
Jorhat . .	47·20	35·62	17·18	...	72·27	
Sibsagar (sadr) .	32·45	36·57	30·98	...	59·09	
North Lakhimpur .	...	...	96·21	3·79	21·25	
Dibrugarh . .	...	...	98·25	1·75	...	

After giving the matter his most careful consideration, Mr. Ward has decided, subject to the approval of the Government of India, to accept the assessment rates marked A proposed by the Director in his Appendix Q, not because he considers the rates laid down in the Resettlement Rules are more than the lands can easily bear, but because he thinks it undesirable on principle to suddenly double the existing rates over such large areas as the statement given above shows must be classified as first class lands. The following statement compares the rates now in force in the five upper districts of the Assam Valley, the rates laid down in the Resettlement Rules, and the rates now proposed:

Class of land.	Present rates per *bigha*.	Rates laid down in Resettlement Rules.	Rates now proposed.
I. HOMESTEAD AND GARDEN—	Rs. A. P.	Rs. A. P.	Rs. A. P.
First class	1 0 0	2 0 0	1 6 0
Second „		1 8 0	1 4 0
Third „		1 4 0	1 2 0
II. RUPIT—			
First class	0 10 0	1 4 0	1 0 0
Second „		1 0 0	0 14 0
Third „		0 12 0	0 12 0
III. FARINGATI—			
First class	0 8 0	1 0 0	0 14 0
Second „		0 12 0	0 12 0
Third „		0 10 0	0 10 0

Increase in the assessment if the rates proposed are accepted. Term of settlement.

9. The rates now proposed will, on the assumption that there are no resignations, increase the revenue by Rs. 10,30,721 (including the rise of Rs. 3,050 in Goalpara) on *khiraj* and Rs. 56,266 on the *nisf-khiraj* lands of Kamrup; the total increase on the *khiraj* and *nisf-khiraj* taken together will not exceed 36·79 per cent., and on no single holding will the increase, even if it is all *faringati* land, exceed 1·75 per cent. If the increase of revenue on *khiraj* lands under tea be added, the total increase of revenue which will immediately result from the introduction of these assessment rates will be Rs. 11,44,252. In 1894-95 and 1895-96 there will be a further increase when the first and second class villages of the surveyed, but unclassified, areas of Kamrup, Nowgong, Darrang, and Lakhimpur come under reassessment.

I am now to ask the approval of the Government of India to the classification of the lands of the Assam Valley as finally proposed by the Director of Land Records, and also to the proposed revised rates of assessment to be substituted for those given in rule 3 of the Resettlement Rules. This approval is asked for under rule 18. The Chief Commissioner is aware that, under the Land and Revenue Regulation, it is not necessary to ask the sanction of the Government of India to the resettlement of any local area in Assam.

Bearing in mind, however, the large area affected by the resettlement now under consideration, and the certainty that the Government of India would receive many memorials against the resettlement; having regard also to the fact that the principles on which the present reassessment of the Assam Valley has been made do not pretend to follow the more scientific lines laid down for the guidance of settlement officers in other provinces in India, Mr. Ward purposely framed rule 18 of the Resettlement Rules as an assurance to the public that, whatever decision he might finally arrive at as to the rates to be assessed and the areas to be affected by those rates, his orders should not be given effect to until they had received the approval of the Government of India.

I am also to ask the approval of the Government of India under rule 20 to the proposal that the term of the new settlement shall be ten years.

Cost of the resettlement.

10. In paragraph 45 of his report, Mr. Darrah shows that the total cost of the resettlement will probably not exceed Rs. 4,000, as in carrying out the work of classifying villages on the lines laid down in the Resettlement Rules it has not been found necessary to incur further expenditure than what was involved in granting a small temporary increase to the establishments of the district and subdivisional officers and to the office establishment of the Director at head-quarters. More elaborate enquiries and the adoption of a more scientific system of assessment would have involved a much larger expenditure; but, as pointed out by the Director in the last paragraph of his report, the present reassessment lays no claim to scientific accuracy such as is arrived at in effecting settlements in other parts of India. Mr. Ward has always held that where the Government has no desire to assess up to anything like its fair share of the value of the produce of the soil, it is waste of time and money to have recourse to any minute and elaborate classification of soils, to crop experiments on a large scale, or to a close examination of all the elements that affect the net profits of the settlement-holder or Government tenant; moreover, the native simplicity of the Burman cultivator, who tells the settlement officer in ten minutes everything he wants to know as regards the quality and productiveness of the land he cultivates, the cost of production, the cost of carriage of produce to market, the cost of living, and so forth, thereby enabling the settlement officer, with the aid of a few crop experiments, to work out elaborate sums in profit and loss, is a quality quite foreign to the native cultivator in this part of India, who makes it his special care to misinform and mislead the settlement officer on every point to which he may direct his enquiries. The real objection to the system adopted in the present reassessment of the Assam Valley is that Government interests are sacrificed for the benefit of the settlement-holder. That, however, is a fault on the right side, and it does not matter much, Mr. Ward thinks, if we decide in the interests of the settlement-holder not to increase his revenue by more than 36 per cent., whether we prove by scientific or unscientific methods that the Government can legitimately claim an increase of from 60 to 100 per cent. It has been more than once pointed out that the unfairness to Government in placing all lands in the Assam Valley of a particular description, whether homestead, *rupit*, or *faringati*, in one class, as if they were all of the same value, lies in the fact that the lands of each description cannot be assessed at a higher rate than the worst lands of that description can bear. In this way the owner of the best lands escapes being assessed at rates bearing anything like a fair proportion to their value and to the profit derived from them. The same objection, but not to the same extent, lies to the system adopted in the present reassessment. It certainly cannot be said that all lands of each description in the Assam Valley now classified as first class are strictly homogeneous, but they are undoubtedly much more so than all *rupit* or all *faringati* lands throughout the entire valley can ever be said to be homogeneous as they were assumed to be under the old system. Under the system of village classification now adopted, the Government still sacrifices revenue by having large homogeneous tracts in each district, because it cannot assess the best lands in such tracts at higher rates than the worst lands can bear. The amount of loss, however, to Government is necessarily much less than it was under the old system, and may gradually be reduced at successive resettlements by reducing the areas of these homogeneous tracts. It is this very obvious fact which lies at the foundation of all the objections which have been raised against the reassessment. By far the greater proportion of the settled lands in the Assam Valley of each description, if we divide each description of land into three broad classes of good, fair, and indifferent, belong to the first two classes; the nearer, therefore, that an approach is made to making a fair assessment on the better classes of land, the more numerous do the objections become to any attempt to resettle at enhanced rates.

Conclusion.

11. The Chief Commissioner desires to take this opportunity to bring to the notice of the Government of India the valuable services rendered in connection with the present reassessment of the Assam Valley by Mr. Darrah, Director, Department of Land Records and Agriculture. Mr. Ward had necessarily to leave in Mr. Darrah's hands, subject only to his general directions, the entire work of the detailed classification of villages for the purposes of the provisional lists; to him also was entrusted

the immediate supervision of the work of the settlement officers, including the final scrutiny of the proposals made by them in most cases after personal consultation with the Director. This work, which was both difficult and arduous, has been carried out by Mr. Darrah with scrupulous care and marked ability, and to the complete satisfaction of the Chief Commissioner.

No. $\frac{264}{24}$, dated Calcutta, the 27th January, 1894.

From—SIR E. C. BUCK, KT., C.S.I., Secretary to the Government of India, Revenue and Agricultural Department,

To—The Chief Commissioner of Assam.

With reference to your letter No. 649, dated 3rd July 1893, with which you transmitted memorials addressed by ryots of certain districts on the subject of the reassessment of the Assam Valley, I am to request that you will communicate to the memorialists the following orders which have been passed by His Excellency the Governor General in Council upon their memorials.

2. The objections of the memorialists to the new assessments may be classed under two heads. In the first place, they demur to the amount of enhancement involved by the proposed rates, and, in the second place, to the system on which the rates have been framed. Both these objections have received the careful consideration of the Government of India in conjunction with the report in which you have communicated your final proposals for the reassessment of the valley.

3. The first objection has been partly met by the reduction which you have yourself proposed to make in the rates. But in the orders in which His Excellency the Governor General in Council has passed on your proposals, a still further reduction has been made by requesting you to adopt the B rates of Appendix Q of the report which are for *faringati* land lower than your reduced rates. The rates thus finally determined are formally stated in the appendix to this letter. The rates as originally proposed, as revised by yourself, and as finally determined by the Government of India, should be explained to the memorialists, who should at the same time be informed that in view of the intrinsically low standard at which the rates have been assessed when compared with the value of the produce, His Excellency the Governor General in Council is not prepared to make any further concessions.

4. With regard to the second objection, the memorialists may be informed that the Government of India recognize the truth of the allegation that the broad classification which has been made of the villages and of the soils of the valley is imperfect, and that the rates are in some cases not in strict proportion to the character of the lands upon which they are assessed. But in consideration of the fact that the rates, especially as now determined, are low in comparison with the value of the produce raised, the Government of India have preferred that the present light assessment should be made without entailing on the province the trouble and expense which would have been caused by a detailed and hurried investigation of the proportionate value of each field through the agency of a large and costly establishment of amins. You are, however, to assure the memorialists that during the next ten years a careful enquiry will be made by the Land Record Department and by the revenue officials of the province which will, it is hoped before the next revision of settlement, secure as correct a valuation of soils and classification of villages as it is possible to effect.

Appendix to letter No. $\frac{264}{24}$, dated 27th January, 1894, from the Government of India, to the Chief Commissioner of Assam.

Rates finally determined by the Government of India for the assessment of the Assam Districts.

	Basti.			Rupit.			Faringati.		
	R	a.	p.	R	a.	p.	R	a.	p.
Class A villages	1	6	0	1	0	0	0	12	2
Class B „	1	4	0	0	14	0	0	10	0
Class C „	1	2	0	0	12	0	0	9	0

No. 471-24, dated Calcutta, the 15th February, 1894.

From—SIR E. C. BUCK, KT., C.S.I., Secretary to the Government of India, Revenue and Agricultural Department,

To—The Chief Commissioner of Assam.

I am instructed to communicate to you the orders of the Government of India on the proposals submitted in your No. 792 (Revenue), dated 4th November 1893, for the reassessment of the Assam Valley Districts.

2. The Government of India are aware that in the absence of the statistics, which are necessary for anything like a precise determination of the relative value of soils and of villages in the Assam Valley, no classification of lands could be otherwise than imperfect. As you have yourself admitted, the principles on which the present reassessment has been made lay no pretence to scientific accuracy so far as the classification of land is concerned. At the same time the Government of India are content to believe with you that the classification now made is an advance upon what you represent as the practical absence of any principle at all. The question is one that is of less importance when it is considered that, whatever rates are assessed, they cannot but be intrinsically low compared with the value of the produce upon which they are paid.

3. The essential point in the present settlement is to see that the rates, however low they may be in themselves, do not entail an enhancement which would be embarrassing to the payers of land revenue.

4. You have made a division of the villages into three classes—first, second, and third—with reference to the effective demand for land in each village, the quality of the land being assumed to be best where the demand for land was most effective.

The degree of effectiveness of the demand was inferred from—

(i) the proportion of culturable waste to cultivated land;

(ii) the proportion of fluctuating to permanent cultivation;

(iii) the density of population.

It is hardly necessary to point out that no assignable degree of precision for the purpose in hand attaches to these general considerations, and that they, either singly or in combination, afford no reliable assurance that some of the *rupit* land in a third class village may not be better than some of the *rupit* land in a first class village, or some of the *faringati* or *basti* in a first village worse than some corresponding land in a third class village. Moreover, the general propriety of the classification of villages is to some extent further vitiated by the inclusion in the first class for extraneous reasons of villages which are admittedly middling or inferior. It is evident therefore that, as suggested in the Director's report, Government should be specially "careful to see that our estimates err on the safe side."

5. The rates originally estimated as fair in the Settlement Rules were these—

	Homestead.			*Rupit.*			*Faringati.*		
	R	a.	p.	R	a.	p.	R	a.	p.
1st class villages	2	0	0	1	4	0	1	0	0
2nd „ „	1	8	0	1	0	0	0	12	0
3rd „ „	1	4	0	0	12	0	0	10	0

And these rates showed the following percentages over the rates of the last settlement following the village classification:

	Homestead.	*Rupit.*	*Faringati.*
	R	R	R
1st class villages	100	100	100
2nd „ „	50	60	50
3rd „ „	25	25	25

6. The enhancement of revenue brought out by the application of this scale appeared to you excessive, and it would no doubt have required much

stronger reasons than the report affords to have justified an enhancement of 100 per cent. on all soils contained in the first class villages and one of 50 per cent. on villages of the second class. Accordingly you have proposed a modified scale as follows:

	Homestead.	*Rupit.*	*Faringati.*
	₹ *a. p.*	₹ *a. p.*	₹ *a. p.*
1st class villages	1 6 0	1 0 0	0 14 0
2nd „ „	1 4 0	0 14 0	0 12 0
3rd „ „	1 2 0	0 12 0	0 10 0

This revised scale shows the following percentages of excess over the rates of the last settlement:

	Homestead.	*Rupit.*	*Faringati.*
	₹	₹	₹
1st class villages	37	60	75
2nd „ „	25	40	50
3rd „ „	12	20	25

The scale, however, while graduating the rate of enhancement to the class of village, makes the rate increase, as the quality of the soil within the class diminishes in fertility. This is a defect which should be avoided as much as possible.

7. The Government of India would therefore prefer that you should adopt the B rates shown in Appendix Q of the report in which the defect is less conspicuous, and which give an increase of ₹8,90,000 on the *khiraj* area. These rates are as follows:

	Homestead.	*Rupit.*	*Faringati.*
	₹ *a. p.*	₹ *a. p.*	₹ *a. p.*
1st class villages	1 6 0	1 0 0	0 12 0
2nd „ „	1 4 0	0 14 0	0 10 0
3rd „ „	1 2 0	0 12 0	0 9 0

These rates show the following percentages of excess over the former rates:

	Homestead.	*Rupit.*	*Faringati.*
	₹	₹	₹
1st class villages	37	60	50
2nd „ „	25	40	25
3rd „ „	12	20	12

The change will not affect the rates which you have aleady declared on *basti* and *rupit* lands, and will only require a modification in the rates of *faringati* land. The reduction in the total assessment of the valley caused by the adoption of this scale will apparently be in round numbers about ₹1,40,000, or the difference between ₹10,30,000 and ₹8,90,000.

8. His Excellency the Governor General in Council is assured that the enhancement which you had proposed of about ₹10,30,000 did not involve an intrinsically high assessment; but in view of the imperfections in the present classification and valuation of soils, as well as of the desirability of raising the assessment of the province by moderate steps, he thinks it advisable that the enhancement should be brought within lower limits; and, for the reasons given, would prefer that the reduction made should be in the assessment of the poorer land.

9. It will be observed that the increase involved by the scale does not in any case involve a higher assessment than 50 per cent. (except on first class *rupit*, where the increase from 15 annas per bigha (50 per cent. increase) to Re. 1 per bigha (60 per cent. increase) is made for purposes of convenience being in itself not excessive). This percentage cannot but be regarded as a very moderate maximum limit, having regard to the great increase in the prices of agricultural produce during the currency of the last settlement and the improved condition of the province.

10. The Government of India understand that you agree with them in thinking that no effort should be spared during the currency of this settlement to place the land revenue assessments in Assam on a more satisfactory basis than this assessment places them. It is not fair to the State nor to the cultivator that matters should remain on the present footing, which can only be regarded as provisional. The efforts of the administration should now be directed to the ascertainment of the qualities of each of the three great divisions of land—*basti*, *rupit*, and *faringati*; and probably it will not be found necessary in any village to subdivide any of these divisions into more than three qualities; next, the area of each quality in each village should be determined; and finally, revenue rates should by enquiry, observation, and experiment be fixed as fairly payable by each quality of soil. The present classification of villages can hardly be regarded otherwise than as a temporary expedient, and should make way for a true classification of soils and allotment of soil class rates, which offer the only firm basis for a proper assessment of land revenue.

No. $\frac{67 \text{ Police}}{823\text{-J.}}$, dated Shillong, the 12th February, 1894.

From—F. C. DAUKES, Esq., Secretary to the Chief Commissioner of Assam,

To—The Secretary to the Government of India, Home Department.

I am directed to forward, for the information of the Government of India, copies of two letters from the Commissioner of the Assam Valley Districts, *viz.*, No. 270-G., dated the 29th January 1894, and No. 354-G., dated the 5th February 1894, with enclosures, giving details of the riots which have recently occurred in the Kamrup district and in the subdivision of Mangaldai, which immediately adjoins Kamrup, but which is part of the district of Darrang.

2. Mr. McCabe's letter of the 12th January fully explains how the people have been induced to combine against paying the enhanced revenue which has recently been assessed in the districts of the Assam Valley. There is no doubt that the mass of the ryots have been quite willing to pay, but have been frightened into refusing payment by the authority which the *mels* or associations which exist in almost every district of the valley exercise over them, and by the penalties inflicted by them, or which they threaten to inflict, on those who pay or wish to pay their revenue.

3. When Mr. Ward inspected last cold weather the districts of the Assam Valley, he found that some of these *mels* had been extorting money from the unfortunate ryots to meet what they called their expenses, which they alleged they would have to incur in contesting the proposed enhancement up to the Government of India, and perhaps even to Parliament. Notices were also found posted up on trees warning the ryots not to pay, and threatening them with penalties if they did. Mr. Ward met thousands of ryots in each of the four upper districts of the valley and heard all they had to say on the subject of the reassessment, and he was astonished to find how utterly ignorant the masses were of the intentions of Government, and how entirely they were being misled by these *mels*. It was clear that self-interested persons had been going about spreading entirely false reports as to what the intentions of Government really were, and it has proved a matter of some difficulty to persuade the ignorant ryots that they were really being misled, that they were crying out before they were hurt, and that they were acting foolishly in contributing to the funds of these *mels* without clearly understanding that they had any real grievance to complain against.

4. As the Government of India are aware, no final proposals for the reassessment of the Assam Valley were submitted by the Chief Commissioner until November last; but, long before this, numerous memorials had been received by the Government of India and the Chief Commissioner against the reassessment, the substance of which was not that the people could not bear the enhancement proposed by the Chief Commissioner (for no proposals had then been submitted), but that they could not bear any enhancement whatever.

5. These memorials were all submitted by the Chief Commissioner to the Government of India with his final report and proposals for the reassessment of

the Assam Valley in November last; and as it was not anticipated that the final orders of the Government of India could issue before the close of the year, whereas the *pattas* for the current year had to issue in October and November, and the first instalment of the enhanced revenue had to be realised in January, it became necessary for the Chief Commissioner to pass orders as to the rates to be entered in the *pattas* and at which the first instalment of revenue was to be realised; and the orders passed were that the *pattas* were to be issued and the revenue for the year was to be realised at the Chief Commissioner's proposed enhanced rates in anticipation of the sanction of the Government of India, the ryots being informed that if the Government of India reduced the Chief Commissioner's rates, the excess amount realised at the first instalment on each *patta* would be deducted from the demand of the second instalment.

6. When recently in Calcutta, the Chief Commissioner received the final orders of the Government of India on his proposals for the reassessment of the Assam Valley; and, as he was then aware that in Kamrup and Mangaldai the people were refusing to accept the Chief Commissioner's orders above mentioned upon the plea that they had received no reply to their memorials from the Government of India, Mr. Ward on the 27th January despatched the following telegram to all Deputy Commissioners of the Assam Valley, so that the people might clearly be given to understand what the final orders of Government were upon their memorials, and that they might have no further excuse for refusing to take their *pattas* or to pay the revenue demand:

> "Please let all memorialists against reassessment in your district know that Government of India have acceded to their memorials so far as to sanction reduction of rates proposed by me on *faringati* lands to 12, 10 and 9 annas respectively in first, second, and third class villages. Any excess payments already made on such lands to be refunded next *kist*, and *pattas* to be amended accordingly."

7. It is necessary to give these particulars to show what little excuse the *mels* above referred to, and the ryots acting under their influence, had for persisting in their resistance to the demands of Government. It will be seen from Mr. Anderson's report that long before he was attacked he had communicated to the ryots and others the final orders of the Government of India. Still they refused to pay and persisted in their threatening attitude. Under the circumstances the Chief Commissioner is of opinion that Mr. Anderson was fully justified in the action he took, and that he did all he could before he gave the order to fire to save the mob, which advanced upon him, from the consequences of their acts.

8. In Kamrup Mr. McCabe was fortunately able to disperse the mob, which advanced upon him, without causing any loss of life; but it may be mentioned that the disturbances at Rangia, which form the subject of his report now submitted, have since been followed by similar riots which occurred in January in the northern portion of his district. These riots, which will be separately reported to the Government of India, Mr. McCabe has also been able to quell without causing any loss of life. At present all is quiet in both Kamrup and Mangaldai; and the ryots are said to be now taking their *pattas* at the enhanced rates and to be paying in the revenue freely. The events in Mangaldai have probably shown the people the folly of continuing any longer to follow the direction of the *mels*. In the four upper districts of the Valley there has been no trouble whatever in inducing the ryots to take their *pattas* and to pay in their revenue at the rates proposed by the Chief Commissioner in anticipation of the orders of the Government of India.

No. 270-G., dated Gauhati, 29th January, 1894.

From—G. GODFREY, Esq., I.C.S., Commissioner of the Assam Valley Districts,

To—The Secretary to the Chief Commissioner of Assam.

In forwarding copy of Mr. McCabe's letter No. 2-T., dated 12th January 1894, reporting his proceedings in connection with the recent disturbances in connection with reassessments which have taken place in the Rangia tahsil, I have the honour to say Mr. McCabe's firm attitude and the promptitude with which he has acted are deserving of great commendation, and I hope the Chief Commissioner will be pleased to approve of the same.

A body of military police will probably be required in the district for some time. I directed the Deputy Commissioner to keep you acquainted with the course of events, and the Chief Commissioner is no doubt in possession of the facts already. From later accounts order appears to have been restored in the Rangia tahsil, but the infection may possibly spread to adjoining parts of the district, and therefore I think that the military police should be kept in readiness under Mr. McCabe's orders.

No. 2-T., dated Camp Rangia, the 12th January, 1894.

From—R. B. McCABE, Esq., I.C.S., Deputy Commissioner, Kamrup,

To—The Commissioner of the Assam Valley Districts.

I have the honour to submit the following report regarding the looting of the Rangia hât on the 24th December 1893 and the subsequent riotous assemblies terminating in my having to disperse a meeting by force, as notified in my telegram of the 11th instant.

2. The inhabitants of this district have long outgrown the characteristics associated with the name of Assamese, that is to say, a disposition at once apathetic and law-abiding.

In the tahsils where the Muhammadan and mixed Bengali element prevails, the ryots are only too ready to follow the self-interested advice of second class mukhtiars, and have come to look upon the orders of the Deputy Commissioner as merely a medium of reference to superior authority.

The ordinary village panchayet, originally constituted as an authority on social matters, has developed into the *mel* or assembly not only of the members of a village, but of the whole of the inhabitants of even one or more tahsils. These *mels* are governed by the leading Dolois or Gossains and by the principal land-holders of the district. I can only compare the authority of these *mels* to that wielded by the Vehmgericht or, to come to more modern times, by the Nihilists. The unfortunate ryot who has to pay his land revenue is met by the tahsildar on one side, who says: "If you do not pay, your property will be attached," and on the other side by the *raij*, *i.e.*, the embodiment of the orders of the *mel*, which states "if you do pay, you are cursed and excommunicated." He has therefore to face loss of property on the one side or social ostracism on the other.

Proof of the issue of such orders and the means taken to enforce them will be found embodied in this report. On every occasion that I have met with the poorer class of ryots, they have expressed their eagerness to pay their revenue, but added in awe-struck voices "how can we disobey the *Raijar hukum*." The question has therefore simply developed into the point "which is the paramount authority, the *mel* or the sirkar."

It is not difficult to explain the attitude of the Dolois, Gossains, and principal land-holders. They act from purely self-interested motives, most of them having under-tenants from whom they anticipate difficulty in realizing increased rent, and they therefore fear that their profits as middlemen will be cut down.

3. In the month of December last I made a tour through all the tahsils on the south bank, addressed a large number of meetings, and successfully induced the ryots to accept the increased assessment; on the north bank no difficulty has been experienced in collecting land revenue with the exception of the area comprised by the tahsils of Putidarrang, Nalbari, Boroma, Bajali, and the mauzas of Upper Borbhag and Sarukhetri. These are all situated in one compact block, and the inhabitants had decided on one common course of action.

I adduce the following facts in support of this statement:—

A.—At a meeting held at Moogaon, Putidarrang, on the 28th December 1893, the *Raij* criminally intimidated one Bejoy Chand Pury, who had paid R25 land revenue, and fined him a similar sum (*vide* annexure A).

B—At a meeting held at Tengabari, Putidarrang, on the 4th January 1894, the following resolutions were adopted:

1st.—Not to pay revenue.

2nd.—To avenge themselves on whomsoever attempted to attach their property.

C.—At a meeting held at Moogaon, Putidarrang, on the 9th January 1894, the assembled ryots made a vow that any one giving evidence in favour of Bejoy Chand Pury (see A) would be cursed and excommunicated. It was also resolved, *1st*, not to resist any order of attachment, and to pay revenue at the enhanced rate; but not until *bakijai* and attachment orders issued.

Resolution No. 1 is the result of my having sentenced three leading men to one month's rigorous imprisonment under section 353, Indian Penal Code, on the 8th instant, while resolution (2) was adopted with the idea that the fact of their having paid revenue under coercion would be advantageous regarding their appeal before the High Court!!

The selfishness of the ringleaders is well exemplified in the second resolution, there being no hardship in the payment of process fees by a man whose rent was ₹1,000, while the additional levy of ₹3 process fees from a ryot whose rent was say ₹2-4 would represent a heavy pecuniary fine.

4. I now give details of the riot at Rangia on the 24th December 1893, and the subsequent disturbances there. At 9 P.M. on that date a crowd of from 200 to 250 men, chiefly Kacharis, raided the Rangia hât and looted all the stalls, appropriating property which I estimated at about ₹300. They then attended a *mel* held at Bolagaon close to Rangia, and on their return journey at 5 P.M. destroyed all the huts in the hât, threatening to return on the 30th December and loot the Kyahs' shops on the pretence that their presence had caused the enhancement of land revenue. As soon as I obtained information of this raid, I deputed Mr. Reilly, the Assistant Superintendent of Police, to proceed to Rangia and investigate the matter. He could only muster 12 police, which I considered insufficient for the work, and I made over to him 10 sepoys and 1 havildar of the 13th Bengal Infantry, part of the detachment intended for the Darranga and Sobankatta outposts.

5. On the 30th December a mob, roughly estimated at from 2,500 to 3,000 persons, assembled at Rangia and made threatening demonstrations throughout the night, declaring they would destroy the thanna, post office, tahsil, cutcherry, and the tahsildar's house. The presence of the military and the police alone averted overt acts of violence.

On the 5th January Mr. Reilly, Assistant Superintendent of Police, having reported that he had only been able to arrest some of the minor offenders and did not see his way in the present excited state of the people to secure the ringleaders, I proceeded to Rangia on the 6th instant. My diary from 1st January to 10th January (annexed herewith) gives details day by day of the action taken.

The Assistant Superintendent of Police having reported that the police force ordinarily employed for preserving the peace was not sufficient for its preservation and for the protection of the inhabitants and the security of property, a list was made of the principal headmen and notice served on them under section 17, Act V of 1861, to act as special constables. This action has already resulted in the acquiescence of many villages to payment of revenue.

6. On the 8th instant a *mel* was held close to this outpost, and I succeeded in effecting the arrest of several of the men implicated in the riot of the 24th December 1893 (*vide* Diary). On the 10th instant an orderly assembly from Betna, mauza Tambalpur, came in and interviewed me, and I fully explained to them their folly in opposing Government, promising them that any abatement sanctioned by the Government of India would be made good to them. They went away perfectly satisfied, promising to pay their revenue without any further objection.

Towards evening a large mob of from 2,500 to 3,000 persons, said to represent all the mauzas of this tahsil, encamped in the fields close to the thanna.

Bundles of formidable *lathis* were ostentatiously paraded, a significant hint that the mob did not intend to allow itself to be dispersed without offering resistance. I sent out a message declaring my willingness to receive a deputation of the headmen, but the only answer vouchsafed was that I could come and speak to them myself accompanied by Mr. Reilly and without any guard. I went out and read them my order of the 10th instant prohibiting the assembly of mobs (annexure B), and called on them to disperse. In reply shouts were raised: "We won't pay the revenue at the enhanced rate," and as I turned to leave cries of "*dhor dhor*!" "seize him!" At 5 P.M. a guard arrived with ₹34,000 treasure from Tambalpur, which was placed in the thanna where the fifteen accused in the riot case of the 24th December 1893 were confined. As the mob drew closer to the thanna and showed no intention of dispersing, sentries were posted round the building and its approaches.

My guard was too small to warrant my attempting to disperse the people in daylight, and I thought it preferable to await the night when there was a chance of their spirits being less heated.

7. Towards 9 P.M. I received information that a plan had been made to force the thanna, release the prisoners, and loot the treasure, and on proceeding out to reconnoitre I found that the mob had picketed sentries all round their camp, and had attempted to open communication with the prisoners. They had also forcibly occupied several houses in this outpost. It was now necessary to clear the mob away from the precincts of the thanna, and I assembled ten men of the 13th Bengal Infantry and eight police with Mr. Reilly, Assistant Superintendent of Police. We charged down on the mob, and in their first scare the people started to move off; but as our force got separated, the ringleaders called on the mob to make a stand. Finding me alone, a body of about 20 men attacked me with *lathis*, and I had to draw my revolver in self-defence. I fired four shots over their heads, and a few sepoys running up we succeeded in half an hour in completely dispersing the crowd. The military maintained perfect discipline and did not shew the slightest scare.

The armed civil police were somewhat wild and let off their rifles in the air with the idea of keeping up their spirits. We arrested several members of the mob, who of course stated that the ringleaders had forcibly kept them there, and would neither allow them to go and pay revenue nor return to their homes.

8. The guard was kept under arms, and Mr. Reilly and I visited the sentries four times that night; at dawn I sent messengers to Gauhati and Darranga. I have ordered 15 sepoys, 13th Bengal Infantry, to proceed here at once, and have asked the Deputy Commissioner, Darrang, to let me have 20 frontier police. I do not anticipate any further trouble or forcible opposition on the parts of the ryots, but I cannot leave the tahsil offices without a larger guard than that hitherto sanctioned.

No. 354-G., dated Gauhati, the 5th February, 1894.

From—G. GODFREY, Esq., I.C.S., Commissioner of the Assam Valley Districts,

To—The Secretary to the Chief Commissioner of Assam.

I have the honour to forward, for the information and orders of the Chief Commissioner, copy of a report of the Deputy Commissioner, Darrang, together with enclosures as per margin, in which he describes the events which led to the loss of life which occurred on Sunday, the 28th January 1894, at Patharughat in the Mangaldai subdivision. Mr. Anderson's report, I am of opinion, shows that the collision was inevitable, and that the use of military force was absolutely essential for the safety of himself and Mr. Berington and the escort, no less than for the purpose of repressing a disorderly and tumultuous and illegal assembly.

Mr. Berington's statement.
Assamese notice.

2. I have asked the Deputy Commissioner for further details as to the number of killed and wounded, since from Mr. Berington's description of the affair it would seem probable that the casualties exceeded twelve, the number stated to have occurred in Mr. Berington's report.

3. I have also asked the Deputy Commissioner to give an account of the complaints or grievances, if any, which were advanced by the mob, and which they wished to be redressed. The assembly was, no doubt, in sympathy with similar gatherings which had recently taken place in adjoining tahsils of the Kamrup district, and which had for their object the refusal to pay revenue at the enhanced rates because certain appeals were under consideration of the Viceroy.

4. In this case, however, the rioters were informed of the orders of the Government of India in the matter, and it is curious that they should still have persisted in violent demonstration.

5. I have received later reports from the Deputy Commissioner to say that order has been restored. I would draw the Chief Commissioner's attention to the prompt action of the Volunteers in sending assistance to the authorities. I think it deserves recognition. The Mangaldai Contingent was under Lieutenant R. Davidson of Hatigarh, Bengbari; the Tezpur Contingent was commanded by Lieutenant-Colonel D. M. Lumsden of Rangapara.

Dated Camp Patharughat, the 30th January, 1894.

From—The Deputy Commissioner, Darrang,

To—The Commissioner, Assam Valley Districts.

I regret to report that on the 28th instant a very serious riot, resulting in the loss of several lives, occurred at this place. A brief account of the matter has already been sent to you by telegraph. I now submit a further report.

On Monday, the 22nd, Mr. Berington, District Superintendent of Police, returned from Kamrup with 10 men out of 22 men, one bugler, and one jemadar, the whole available force I had to spare, and of these 12 had been called in by telegram from the Balipara outpost. These men I had sent to Mr. M[illegible]be's assistance in answer to an urgent telegram asking for armed help. [illegible] the 24th instant Mr. Ransom telegraphed to me that the ryots in the Sipajhar tahsil were assembling in *mels* similar to those which have given so much trouble in Kamrup. I have since ascertained that these *mels* were attended by enormous numbers of people from the Mangaldai and Kalaigao tahsils, and that the trouble was likely to spread. On the 25th Mr. Ransom telegraphed to me that he had called out the Volunteers of his subdivision under Lieutenant Davidson, to whose promptitude in turning out with all his men on this and a subsequent occasion I beg to call your most favourable attention. I had already telegraphed to Mr. Ransom to order the Ghagrapara guard to meet me at Patharughat, and thinking it unadvisable to call out the Volunteers until the police force at my disposal had been tried, I directed Mr. Ransom not to use the Volunteers till further notice. For fear the Ghagrapara guard should not turn up in time, I again called in the men recently returned from Kamrup, who had been sent back to Balipara guard. This was fortunate, for owing to the fact that Mr. Gait (then in camp at Ghagrapara) had taken the guard to Mr. Ransom's assistance and had then recalled them on finding that Mr. Ransom had left Patharughat, my orders never reached that guard. On the 26th I left Tezpur with Mr. Berington in command of twelve sepoys of the Balipara guard and seventeen constables, and two head constables armed civil police. We reached Patharughat on the 27th without let or hindrance of any kind. On the way I took down a notice from a tree inviting all and sundry to attend a *mel* at Patharughat in the name of the *raij*, as the Deputy Commissioner was coming and might be induced to lower the reassessment rates—"*ki jani khazana birdhi nakare* were the words. The shopkeeper opposite whose shop the notice was stuck denied all knowledge of the matter, and I took him with me in the hope of getting further information. On the morning of the 28th I sent Mr. Berington and his police in the company of the tahsildar to distrain the property of ryots on whom notices to pay had been served. Mr. Berington returned in about an hour saying that he had distrained one man's property, but had been interrupted by a large crowd who refused to disperse, and whom he had only been able to keep from coming to close quarters by firing his revolver into the ground. Shortly afterwards we heard the sound of a large crowd approaching the rest-house in which we were sitting. Mr. Berington ordered his police

to stand to arms and accompanied me to the roadway to see the mob. As the crowd was obviously unarmed and showed no signs of an immediately hostile intention, I directed Mr. Berington to allow them to come out into the open space in front of the rest-house. They came up the road quietly enough, and filled the whole of the space between the river and the belt of trees surrounding the rest-house. I made some of them sit down, and then addressed them in Assamese. I told them that they must not hold any more *mels*, and that if any such *mels* were held, they would be dispersed by force. I informed them of the orders passed by the Government of India as to the rates of revenue, and then directed them to disperse, going among them freely, and talking to them and warning them of the inevitable consequences of a refusal to disperse. They remained firm however, and, without any way assaulting or abusing, simply refused to budge. I was finally compelled to direct Mr. Berington to disperse them. Mr. Berington ordered his men to move forwards, and gradually drove the crowd out of the open space in front of the bungalow, up a narrow road lined with bamboo clumps on both sides, and thence on to a large plain, in which I for the first time realised how great a crowd had assembled. On this plain Mr. Berington formed his men into open order, and we drove the crowd right across the plain, where, however, they continued to reform in excited groups. It was impossible with the small force at our disposal to attempt to disperse these in detail, and we returned to the bungalow to breakfast. About half an hour afterwards we heard the sounds of a fresh mob approaching the bungalow. When we went out into the road we saw that the leaders were armed with sticks, and that they were beckoning to others behind to come on. The leaders seemed from their beards to be all Musalmans. It was obviously useless to allow a mob of this nature to approach the bungalow. So Mr. Berington at my request ordered his men to fix bayonets and advance at the double down the bamboo-lined road which I have already mentioned. I had still hopes, as I went with the men, of being able to induce the mob to listen to reason, but when we reached the open plain above described, it was clear that a serious collision was inevitable. The whole plain was crowded with people who began throwing sticks, bamboos, and clods of earth at us. The latter distressed the sepoys greatly, as they broke in their eyes and blinded them. The crowd first threw bamboos and other sticks at our legs (I was myself hit on the knee), and then threw clods of earth at our heads. We were all of us repeatedly hit, but the men combined to drive the crowd forward with the butts of their muskets. I may mention that in no case were the bayonets used. It was now apparent, however, that the crowd was too large and too strong for this mode of procedure, and the rioters had by this time got round to the back of the sepoys. As this point Mr. Berington called in his men from the open order in which they had been extended. Of what followed a full and correct account is given in Mr. Berington's statement which I recorded at the time, and a copy of which is appended. On the 29th the Ghagrapara guard arrived, and later on ten men from Tura, for whom I had asked the Inspector-General when Mr. Ransom first reported signs of trouble. With their assistance we put up a stockade round the rest-house in case of a further attack. In the morning Lieutenant Davidson and ten men of the Assam Valley Mounted Rifle Volunteer arrived, and shared the rest-house with us. On the 30th I took the Volunteers and Military Police down to Sipajhar, returning by a different route. We found the country in a quiet state, and met with no sort of opposition or annoyance. We covered about 12 miles of country. When we returned we found the ryots beginning to come in to the tahsildar with their revenue, and there being no signs of further trouble, I dismissed the Volunteers with an acknowledgment of their promptitude in coming to my assistance. I have just heard that some of the Tezpur Volunteers under the command of Colonel Lumsden have voluntarily come down to Mangaldai in the hope of being useful. I have asked Mr. Ransom to keep them at Mangaldai for a day or two, and to employ them in patrolling the adjacent country. I think the sight of even a few armed Europeans may be useful in repressing any further tendency to riot. I have sent for Inspector Navakishore Datta to aid Mr. Berington in holding an enquiry into the riots. As I write many ryots are coming in with their revenue, and I have every reason to believe that there will be no further trouble.

In conclusion, I greatly regret the loss of life which occurred on Sunday. I did all in my power to prevent it, and it was not until the police were completely

hemmed in and in imminent danger of being swamped in the crowd which pressed them that I at last authorised Mr. Berington to open fire. The lesson inflicted was a very severe one, and I can only hope and believe that it has been effectual.

P. S.—I think it right to say that until I saw that the police were being hard pressed and in great danger of being mastered, I had no expectation whatever that there would be serious resistance. I went out to meet the crowd quite unarmed personally, and without even a stick in my hand; to the last I hoped that they would listen to me, and to the last I begged them to fall back. It was only when my small body of police was completely hemmed in that I allowed them to fire. Had the crowd been able to wrest the rifles from the police, it is certain that not a man of them would have been left alive. I deeply regret the loss of life that ensued, but I did all in my power to prevent it. I am convinced that the attack was premeditated and that the rioters trusted in the strength of overwhelming numbers. Since this letter was drafted (it has taken some time in the copying), I have informed you demi-officially of all that has occurred. In some parts of this sub-division the ryots still maintain a hostile and defiant attitude; but I am patrolling the country every day with the larger force now at my command, and the ryots are at last beginning to pay in their revenue. I have brought the Sipajhar tahsil in here. R600 odd were paid yesterday, R1,754 to-day, and I hope to collect a much larger sum to-morrow. I have now thirty-two military police here, and by now there ought to be twenty-two men at Mangaldai. I do not anticipate any further trouble of any serious character. I have been able to arrest some of the rioters, and hope to secure some more to-morrow. I extremely regret the necessity that was forced upon me of firing upon the mob, but not even my keen regret can blind me to the fact that this step was absolutely inevitable.

TRANSLATION.

Notice is hereby given to the public that they should assemble and meet together at Patharughat and hold a public meeting (*Raij-mel*) there on the subject of the enhancement of revenue. All men should therefore come. Whoever fails to come will incur the curse of the *raij* (public). The meeting takes place on the 12th, 13th, and 14th of Magh. The Deputy Commissioner Saheb will come, and possibly the revenue will not be enhanced. The 12th Magh (Wednesday), 1301 B. S. It is therefore necessary that all people should assemble in a meeting and remain deliberating.

This is the notice I took down just before the riot of Sunday last.

PATHARUGHAT;
The 1st February 1894.

J. D. A.

Mr. J. R. Berington, Officiating Commandant of Military Police, makes the following statement.

I left Tezpur on the 26th instant in charge of seventeen police, eight of whom were armed civil and nine thanna men, and two head constables; also one havildar and twelve sepoys, Military Police, whom, at the request of the Deputy Commissioner, I called in from the Balipara guard on the previous day. The Deputy Commissioner accompanied my party; we halted the night at Mangaldai, and next day at about midday marched to Patharughat, where we arrived at about 5-30 P.M. That night there was no disturbance. On our way at Ghaingaon we found a notice struck up on a tree.

The Deputy Commissioner translated the notice to me. It proved to be a notice to all passers-by to attend a *mel* on three consecutive days in Magh. I think the 13th, 14th, and 15th. This morning, the 28th, I went with a party of military police and armed civil police to attach the property of a defaulting ryot. This was by order of the Deputy Commissioner. On the way I saw about

200 men collected in a paddy field to the right of the line of march. On getting to the defaulters' houses, I left half my guard with the havildar to attach the property, and, in company of the rest, remained outside the enclosure. I then saw the 200 men advancing towards me. I went to meet them, and halted about 100 yards from the enclosure. The crowd made a rush up to within about three paces of the guard. Fearing that my men would be rushed, I fired a shot from my revolver into the ground, which had the effect of making the crowd retire about 100 yards. I then called the tahsildar, and, in company of several mandals, went and had thirteen men identified among the crowd. Their names were taken down by the tahsildar. I also ordered four men to accompany me. I did this because two of them were exciting the crowd and two of them did not give satisfactory answers as to their residence, &c. The attachment of property being finished, I marched back to the rest-house and reported myself to the Deputy Commissioner. About 1 P.M., when we were having breakfast, the sentry reported that a large number of men were coming down the Mangaldai road towards the rest-house. I immediately turned the guard out, and the Deputy Commissioner gave orders to allow all the people to assemble in front of the rest-house.

The Deputy Commissioner addressed the people in Assamese (a language which I do not understand), and subsequently ordered them to disperse. As they did not do so, the guard by my order cleared the road. There were then about 800 to 1,000 people collected.

About half an hour afterwards the sentry reported that a body of men with *lathis* were coming down the road. The guard was again turned out and advanced at the double on the crowd, which fell back through the jungle surrounding the rest-house along the Mangaldai road and came out into the maidan, where a crowd of at least 2,000 was assembled. I gave the order to extend from the centre, and the men advanced in extended order. The crowd then began to advance on us, throwing sticks and clods of earth. Many of them were armed with split bamboos, and were arming themselves with other bamboos from a pile near the village. The men were then being hit; the Deputy Commissioner and myself were also hit, and a crowd was gathering behind us. It was impossible to advance further. I then fired a shot from my revolver over the heads of the crowd, and seeing that this had no effect whatever, and the crowd being in overwhelming numbers, I asked and obtained permission from the Deputy Commissioner to open fire. This did not deter the crowd for an instant, who continued to press my men so closely that I called them together and retired, firing, to the bund of the Mangaldai road which was immediately in our rear. We retired about 50 yards along the Mangaldai road, firing all the time, and the crowd pressing on us all the time. I then halted the men and told them to fire a careful volley, and then charged the crowd, firing continuously. The crowd then at last gave way, and I immediately gave the orders to cease firing. I then proceeded to count the men who had been hit. There were twelve men lying on the ground killed or wounded. It was impossible to ascertain with any particularity, for the crowd was reforming at a distance of two hundred and fifty yards. Knowing that it would be impossible to stand a rush in the open with so small a body of men, I retired on the rest bungalow, and set about fortifying the bungalow as best I could by means of carts and a barricade of thatching grass round the verandahs. Water was brought in the gharras. Sentries were set and ammunition served out to the men. Four men, who had been appointed special constables that morning by the Deputy Commissioner, and who had been detained since the morning, were sent to warn the crowd to disperse. They were also told to tell the people to take their wounded to the Mangaldai dispensary, as we had no means of treating them here. Information was also sent to the Sub-divisional Officer of Mangaldai. In my opinion, unless we had fired when we did, the detachment would have been swept away.

Telegram No. 280, dated Calcutta, the 12th February, 1894.

From—The Secretary to the Government of India, Home Department,
To—The Secretary to the Chief Commissioner of Assam.

Please submit within one week a report on recent riots in Assam. If full report cannot be sent, an *ad interim* report will do.

Please also wire information showing—

(*a*) the names of places at which riots occurred, with the dates of the riots;

(*b*) the number of persons killed and wounded at each place, distinguishing ryots from police;

(*c*) whether the orders of Government India reducing assessments had been communicated to each body of rioters before they broke out;

(*d*) whether the revenue as enhanced by you—that is, unreduced—was collected from any of the rioters.

Telegram No. 954-J., dated Shillong, the 13th February, 1894.

From—The Chief Commissioner of Assam,

To—The Secretary to the Government of India, Home Department.

Your telegram 280 Public, dated 12th January. Summary of reports on recent riots in Assam Valley as far as received despatched yesterday; further reports will follow; (*a*) and (*b*) Rangia hât in Gauhati subdivision, Kamrup district, looted on 24th December 1893; no casualties. Riots occurred at Rangia on 10th January; no casualties. At Lachima in Barpeta subdivision, Kamrup, on 21st January one mandal beaten by rioters died on 28th January. At Patharughat in Mangaldai subdivision, Darrang district, on 28th January, 12 ryots reported killed and wounded so far as known. (*c*) Orders of Government India reducing assessment wired by Chief Commissioner to Deputy Commissioners, Assam Valley, on 26th January, and were communicated on the spot by Deputy Commissioner, Darrang, to rioters at Patharughat, Mangaldai subdivision, before riot actually broke out. (*d*) Information not available Deputy Commissioners concerned have been wired to furnish.

Telegram No. 317, dated Calcutta, the 17th February, 1894.

From—The Secretary to the Government of India, Home Department,

To—The Secretary to the Chief Commissioner of Assam.

Assam riots. Please ascertain and report by telegraph whether the enhanced assessment was to any material extent collected in the disturbed localities, or whether, notwithstanding the promise to refund excess payments, the people still held off. Information should be given separately for Kamrup and Darrang.

Telegram No. 204-T., dated Lower Dibrugarh, the 21st February, 1894.

From—The Chief Commissioner of Assam,

To—The Secretary to the Government of India, Home Department.

Your No. 317 Public, dated 17th. Assam riots. In Darrang enhanced assessment was nearly all collected in Sadr subdivision before Mangaldai riot; next to nothing collected Mangaldai subdivision; in Kamrup very little revenue collected in Barpeta subdivision before Rangia riot, but out of ten and half lakhs, one lakh seventy thousand collected in Sadr subdivision before riot.

No. 18, dated Calcutta, the 14th March, 1894.

From—The Government of India,

To—The Secretary of State for India.

In continuation of our telegram dated the 6th February 1894, we have the honour to forward a copy of the papers entered in the annexed list, giving details of the riots which have recently occurred in the Kamrup district and in the adjoining subdivision of Mangaldai in the Darrang district in the province of Assam.

2. As you are aware, the disturbances were occasioned by the introduction of the new assessments in the temporarily-settled parts of the Assam Valley Districts; and we enclose a copy of the correspondence which has taken place between ourselves and the Chief Commissioner on the subject of these assessments. The Assam Valley had been assessed in 1873 at very lenient rates, which were declared to be in force for a period of 10 years (afterwards extended), and in July 1892 the Chief Commissioner submitted to us certain preliminary proposals as to the rates to be substituted in the new settlement for those then in force. The proposed rates were published for criticism in October 1892, and were finally notified in December of that year with our general approval. They entailed an enhancement in some villages of 100 per cent., in others of 50 per cent., and in others of 25 per cent. on each holding; and they brought out a general enhancement for the valley of 16·6 lakhs, or 53 per cent.

Letter from Chief Commissioner of Assam, No. 792-R.—8440-R., dated 4th November 1893, and enclosure.
Letter to Chief Commissioner of Assam, No. $\frac{2}{44}$, dated 27th January 1894.
Letter to Chief Commissioner of Assam, No. $\frac{VI}{44}$, dated 15th February 1894.

Revenue Proceedings A, August 1892, Nos. 26 and 27.

Revenue Proceedings A, November 1892, No. 4.
Revenue Proceedings A, January 1893, Nos. 14 and 15.

4. It appears that the amount of enhancement which it was proposed to take was much exaggerated by rumours spread among the people, and during the latter half of last year we received several memorials against the new assessments. As the Chief Commissioner had promised to report further on the matter, we deferred passing orders on these memorials until we should be in possession of his views, and such of the memorialists as asked for early orders on their petitions were informed that a report on the subject from the Chief Commissioner was awaited. The report, which we had originally expected in July, reached us on the 25th of November, and received our immediate attention. We found that the Chief Commissioner, after completing the classification of the villages, had arrived at the conclusion that the rates proposed by him in 1892 were too high, and desired to reduce these rates to a scale which involved a total enhancement for the valley of about 37 per cent. We were at the same time made aware that the revenue, of which the first instalment was payable on 15th December, would, in anticipation of our sanction, be collected at the lower rate of enhancement now proposed by the Chief Commissioner.

5. Our examination of the Chief Commissioner's report led us to hold that he had assessed the poorer lands at rates which, though moderate in themselves, were higher in respect of the capacity of the land than those fixed for the better soils; and we accordingly determined, while accepting his proposal for the better classes, to reduce the rates on the inferior lands: the gross enhancement of the revenue of the valley was thus further reduced to 32·7 per cent., and the enhancements on individual holdings were limited, even in the cases of the best villages, to about 50 per cent. of the previous *jamas*. In villages not of the first class the maximum enhancement was considerably lower, as will be perceived from reference to our Secretary's letter of the 15th February to the Chief Commissioner of Assam. A letter was despatched on the 27th January 1894 to the Chief Commissioner, requesting him to inform the various memorialists of the new scale of rates prescribed by us, and Mr. Ward, who was then in Calcutta, issued telegraphic orders on the same day to the Deputy Commissioners of the Assam Valley Districts. These orders were received by the Deputy Commissioner of Darrang and explained to the ryots before the disturbances which took place on the 28th idem. Formal orders on the assessment were issued to the Chief Commissioner on the 15th February.

6. We concur with the Chief Commissioner in thinking that the rioters were influenced by bad advisers, and had no excuse for resisting the revenue demand made upon them, more especially as the orders of the Government of India on the memorials reducing the rates of assessment on the poorer classes of land had been communicated to the people before the serious riot in Mangaldai occurred. From the papers now forwarded it will also be seen that the assessments imposed in Assam are believed to be, even after the recent enhancement, light in comparison with the rates which it is usual to take in some other provinces; and this belief is strengthened by the fact reported in the Chief

Commissioner's letter of 12th February that the villagers are now accepting the enhanced rates and paying in the revenue freely.

7. As at present advised, we see no reason to doubt the Chief Commissioner's view that the Deputy Commissioner of Darrang gave the orders to fire on the mob only when other means of dispersing it and preserving the lives of his party from imminent danger had proved ineffective.

No. $\frac{122 \text{ Police}}{1858 \text{ J.}}$, dated Shillong, the 23rd March, 1894.

From—The Officiating Secretary to the Chief Commissioner of Assam,

To—The Secretary to the Government of India, Home Department.

In continuation of paragraph 8 of this office letter No. $\frac{67 \text{ Police}}{823}$, dated the 12th February 1894, and with reference to your telegram No. 502 Public, dated the 8th March 1894, I am directed to forward, for the information of the Government of India, a copy of letter No. 643-G., dated the 12th March 1894, from the Commissioner of the Assam Valley Districts, with Mr. McCabe's detailed report on the Lachima riot in the Barpeta subdivision.

2. I am to add that the Chief Commissioner agrees with the Commissioner in his opinion that Mr. McCabe deserves great credit for his action in quelling the riots in the Kamrup district.

No. 643-G., dated the 12th March, 1894.

From—G. GODFREY, Esq., I.C.S., Commissioner of the Assam Valley Districts,

To—The Secretary to the Chief Commissioner of Assam.

In continuation of my letter No. 270-G., dated 29th January 1894, forwarding copy of Mr. McCabe's letter No. 2-T., dated 12th idem, in which he described the events which had taken place in connection with the agitation regarding the reassessment of land revenue, I have the honour to forward copy of the same officer's letter No. 4-T., dated 22nd February 1894, in which he describes the events subsequent to those referred to above, and the course of action pursued with reference thereto.

2. In order to keep the Chief Commissioner informed of what was going on, I forwarded to him direct Mr. McCabe's diary, in which his action from 11th January up to the 2nd February 1894 is fully described.

3. The Deputy Commissioner is, in my opinion, entitled to great credit for the successful manner in which he has conducted the operations for the suppression of the outburst of lawlessness which has occurred in the Kamrup district, and it is a matter of congratulation that he had no occasion to resort to extreme measures in quelling disturbances. This is, I think, mainly due to Mr. McCabe's personal courage and tact and the way in which he managed the disposition of the force under his control.

4. Exception may be taken to prisoners under trial being made to build a lock-up for themselves, but I think in the circumstances the Deputy Commissioner's action in this respect was not only excusable, but unavoidable, since it was out of the question that the rioters should be released on bail, as matters had reached a crisis in which force had to be employed to put down force, and to have released the prisoners would only have added to the difficulties of the situation.

5. Order has now been fully restored in the district.

No. 4-T., dated the 22nd February, 1894.

From—R. B. MCCABE, Esq., I.C.S., Deputy Commissioner of Kamrup,

To—The Commissioner of the Assam Valley Districts.

In compliance with the orders conveyed in your No. 463-G., dated the 16th instant, I beg to submit the following report :—

2. This report is in continuation of my letter No. 2-T. to your address, dated Camp Rangia, 12th January 1894, and gives details of the action taken towards

fully re-establishing Government authority in the Rangia tahsil, and in quelling the riots which took place in mauza Sarukhetri in the Barpeta subdivision on the 21st and 25th January.

In my above-noted letter I described the general attitude of the ryots with regard to the enhancement of revenue, the constitution of the *mel* or village assembly, and the authority exercised ; and seeing that this authority was wielded in a manner detrimental alike to the interest of the ryot as well as that of Government, I noted the steps taken for the suppression of these assemblies by appointing the leading members special constables under section 17, Act V of 1861. My letter further gave a description of the looting of the Rangia bazaar on the 24th December 1894 and of the riot at Rangia on the 10th January 1894, on which latter occasion I had to use force in dispersing the mob.

3. I now proceed to give in the form of connected narrative details of events from the 12th January up to date. After dispersing the Rangia mob on the night of the 10th January 1894, I saw that although I could defend the post if I consented to remain locked up there, it was necessary if I wished to control the district that my guard should be strengthened. I accordingly called in fifteen men of the 13th Bengal Infantry on duty at Darranga frontier outpost, 25 miles from Rangia. I had no hesitation in calling in these men, as the Bhutias had not yet commenced to come down. And I also sent a telegram to the Deputy Commissioner, Darrang, asking him to let me have twenty frontier police. By the 13th January I had completely stockaded and entrenched the tahsil cutcherry, and my reinforcements having arrived, I was enabled to take the initiative. Orders were issued for the attachment of all the licensed guns in the Rangia, Nalbari, Boroma, and Bajali tahsils, these being the centres of disaffection. The ordinary police only were utilised in issuing perwannahs and in arresting men inculpated in the riots, and the military and frontier police were kept as a guard over the treasure and prisoners. After arresting one or two men who had been appointed special constables, and who had failed to appear on issue of notice, the others at once came in. I fully explained to them the Government policy, and pointed out the responsibility incurred by them in instigating ignorant ryots to oppose constituted authority, and then sent them out as missionaries to exert their local influence in inducing the ryots to obey orders and follow constitutional measures only in bringing their grievances to the notice of Government. These measures worked well. By the 22nd January the Rangia ryots paid in Rs. 60,000 out of a total demand on the first *kist* of Rs. 90,000, and I found this part of the district so settled that on the 20th January I had dispensed with the presence of Mr. Reilly, Assistant Superintendent of Police, and of that of Mr. Berington and ten men of the Darrang Frontier Police.

4. Meanwhile I had proceeded with the trial of the accused concerned in looting the Rangia bazaar on the 24th December last, and had been in active communication with the officers in charge of the neighbouring tahsils. The ryots of the Tambulpur tahsil, whom I had interviewed, paid in their revenue freely ; but I received information from Nalbari, Boroma, and Bajali that *mels* were still being held, and that by threats of personal injury the leaders prevented the ryots from paying in revenue. In the Boroma tahsil the *mel* appointed their own dâk peons to carry orders from one village to another, and organised a corps of lathials to oppose attachment of property.

5. Affairs were in this condition when, on the 22nd January, I received an urgent letter from my Extra Assistant Commissioner in charge of the Barpeta subdivision reporting that a serious riot had taken place at Lachima in mauza Sarukhetri. This substance of his report was as follows :

On the 21st January the mauzadar, accompanied by the mandal and the revenue peshkar, went to Kapla village to realize revenue, some of the ryots having intimated their willingness to pay. It appears that about the same time a head constable and four constables had gone to a spot close by to prohibit the holding of an unlawful assembly. The ryots who had agreed to pay had handed over Rs. 35 to the mauzadar, when the members of the unlawful assembly rushed up and savagely assaulted the mauzadar and mandal. The latter was so severely injured that (as I may note here) he died a few days afterwards.

Two of the constables at once proceeded to Lachima, where the Extra Assistant Commissioner was in camp, and informed him of the occurrence, and he deputed an Inspector

of Police with three constables to the assistance of the mauzadar. The Inspector succeeded in arresting some seventy-five men and brought them to the camp of the Extra Assistant Commissioner, but on a mob of 3,000 men advancing towards the camp, the latter thought it advisable to let the accused go after recording their names and residence. This, however, did not appease the crowd, as they took up a position about 100 yards in front of the rest-house, and with loud and angry shouts threatened to attack and burn the place. The Extra Assistant Commissioner made the best disposition he could of his force, which consisted of three newly-recruited armed civil police, who were absolutely ignorant of the use of a rifle, and by threatening to shoot the first man who approached, he kept the mob, which had gradually increased to 5,000 men, at bay till midnight, when they dispersed, promising to return and capture the camp the following morning. The Extra Assistant Commissioner then despatched an urgent requisition to me for assistance, and wisely abandoned the post and retired to Barpeta.

6. On receipt of this news I at once had some coolies collected, made all arrangements for the defence of the Rangia post, and by 8 P. M. had started for Lachima, 30 miles off. I had sent off my guard of 15 sepoys, 13th Bengal Infantry, and 15 armed police, with a few coolies, at 6-30 P.M. I soon passed them, and, picking up a mounted Sub-Inspector of Police as guide at Nalbari, reached Lachima at midnight, expecting to find the Extra Assistant Commissioner there, but found the place was absolutely deserted. My guard arrived at 8 A.M., having marched 30 miles during the night, and I sent in a friendly villager to inform the Extra Assistant Commissioner at Barpeta, some 15 miles off, of my arrival. He arrived the same evening, and I then learnt that his messenger with his letter informing me of his intention to retire from Lachima had not been able to reach me. Measures were adopted to arrest the ringleaders of the riot, and by the 25th January 59 of the principal offenders had been secured. I employed all my prisoners in building a fortified lock-up, as I had no accommodation for them.

7. On the afternoon of the 25th January a mob of 6,000 men approached my camp; they sent me in an impertinent letter, in which they declined to pay revenue, and demanded the release of the prisoners. The letter was signed "6,000 ryots." I declined to accede to their request, and sent back the messenger after giving him full instructions regarding Government orders. I told him that any remission made by the Government of India would be at once refunded; that I had no intention of realizing revenue at the end of the bayonet; and that the ryots could please themselves about paying or not paying, but that the ordinary revenue procedure would be enforced. I explained to him that the ryots had had due notice of the enhanced rate of revenue, and that by occupying the land after 1st April 1893 they had virtually accepted the settlement, and must therefore expect to be served with *bakijai* notices if they did not pay the Government demand.

8. This message had no effect, and I sent out a Sub-Inspector of Police to tell the mob to disperse. They raised their *lathis* at him and forced him to retire, and then advanced on my camp. As soon as they reached the prohibited limit, I sallied out with 20 men with fixed bayonets and charged them. *Sauve qui peut* ensued, and we effectually dispersed them over miles of country after a couple of hours' run. Not a shot was fired nor a bayonet used; the butt of the rifle sufficed, and the lesson taught on this occasion, *viz.*, that we had no need of our reserved strength, has resulted in thoroughly quieting this part of the district.

9. The Extra Assistant Commissioner of Barpeta now commenced a preliminary enquiry regarding the rioting on the 21st January which resulted in the death of the mandal. Almost all the revenue of this mauza having been realized and quiet restored, I sent part of my guard to Bajali and Boroma, two tahsils in which the *mel* was still paramount, and then returned to Gauhati on the 5th February, from which place I deputed 70 men of the 44th Gurkhas to relieve my police and the 13th Bengal Infantry at Bajali, Boroma, and Lachima. My orders to all the military and frontier police guards have been that their duty is strictly limited to defending the posts at which they are stationed, and when called upon by the civil officer to render assistance in dispersing unlawful assemblies.

10. Almost the entire land revenue of the district has now been realized, and in every instance the ryots have attended personally at the tahsil cutcherries

and paid the Government demand. On receipt of the Government of India's orders regarding the reduction of revenue on *faringati* lands, the widest publicity was given to the notification both by posting notices in every tahsil and by beat of drum.

11. I have taken every opportunity by visiting the villages and by addressing meetings to impress on the ryots the futility of active resistance to the orders of Government, and I cannot recollect an instance (except in the case of unlawful assemblies) in which the ryots did not express their desire to pay revenue, stating that they were only prevented from doing so from fear of the *mel*. In many instances the leaders of the *mel* have been dismissed head constables and released convicts who, having no obstensible means of existence, have taken the opportunity of raising a subscription of from 4 annas to 8 annas per house on the pretence of preparing an appeal to Parliament. Most of the money so collected will remain in the hands of these misleaders of the people, than whom as a mass no race in India is more loyal or law-abiding. No ill-will is borne against the Government officials, and in every place I have been the native gentlemen have called to thank me for the extreme leniency with which Government has acted towards the misguided people. I may also add that I have done all my marches throughout the district unaccompanied by any guard.

12. Whilst laughingly stating that the enhanced rate of revenue is ruinous, the ryots have admitted that the subscriptions they have had to pay and the loss of time caused by the agitation have far exceeded the increased revenue demand. Under the favourable decennial tenure granted to them as a matter of grace by Government, good *rupit* and *basti* land has so increased in value that any land of this class resigned would at once be taken up. *Faringati* land is constantly being resigned, as in most instances the cultivation is fluctuating.

13. I close this report by noting that at Rangia, when the riots took place, not a pice of revenue had been collected.

No. 679, dated Simla, the 4th April, 1894.

From—C. J. LYALL, Esq., C.S.I., C.I.E., Secretary to the Government of India, Home Department,

To—The Chief Commissioner of Assam.

I am directed to acknowledge the receipt of your letter No. $\frac{122 \text{ Police}}{1858\text{-J.}}$, dated the 23rd ultimo, forwarding a letter from the Commissioner of the Assam Valley Districts, with a detailed report by Mr. McCabe on the riot at Lachima in the Barpeta subdivision of the Kamrup district.

2. In reply, I am to say that the Governor-General in Council cordially agrees with you in your commendation of Mr. McCabe's action in dealing with the riots in the Kamrup district, and considers that he deserves the thanks of the Government of India, which I am to request that you will convey to him.

C. J. LYALL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, March 31st, 1894.

General Summary.—The anti-cyclonic conditions prevailing in North-Western India at the close of the previous week continued up to the morning of the 25th, but these conditions were largely modified by the changes of the next twenty-four hours, and from the morning of the 26th to the end of the week the chief feature of the pressure distribution was its great uniformity over the whole of the Indian area, due chiefly to the persistent abnormal excess of pressure in Northern India. At the commencement of the week temperature was generally in defect in Northern India, but as the week advanced temperature continued to rise, and humidity consequently decreased, especially in the central parts of the country and in North-Western India, where very low humidity percentages were recorded; the most remarkable being 9 per cent. at Mount Abu, 12 at Neemuch, 14 at Murree, and 15 at Pachmarhi, all registered at 8 A.M. on Thursday, the 29th. Owing to the abnormal dryness of the atmosphere in North-Western India, the day temperature rose to considerably in excess of the normal, while the night temperature continued slightly in defect. Accompanying and caused by the rapid increase of temperature, shallow depressions appeared during the week over Sind, South Deccan, and Central Burma, which, however, were not of any great importance, and filled up again without causing any well-marked disturbance in those areas. Fine weather prevailed throughout the week over the whole of India, only a few showers of rain being reported from the south of the peninsula, in most cases probably accompanying thunderstorms. The mean temperature for the whole of India during the past week was 1° below the normal.

Daily Summary.—*Sunday.*—No important change in the pressure distribution had taken place during the previous twenty-four hours. Steep gradients favouring westerly winds continued in Northern India; the shallow depression in Bengal had become more prominent, and covered North Bengal and Bihar, but the one in Burma was unchanged in position and character. Moderate to strong westerly winds prevailed in the North-Western Provinces, Bihar, and Chota Nagpur, and a strong north wind was blowing at Cherat, which appeared to indicate an indraught of dry cool air from the Afghan mountain area. Humidity had decreased largely in the Central Provinces and also in North, Central, and West Bengal, Bihar, and parts of the Deccan. The only rain reported was a very light shower at Nagpur.

Monday.—Pressure had given way rapidly in Upper India and increased briskly in North-Eastern India, thus modifying the pressure distribution very considerably. The anti-cyclonic conditions prevailing in North-Western India had disappeared, and the distribution of pressure was very uniform over the greater part of the country. The Bengal depression had filled up, but the Burma depression was unchanged, and a shallow depression was shown in the Madras Deccan districts. The westerly winds in the Gangetic Plain and North Bengal had decreased in strength. Humidity continued to decrease in Northern and Central India. No rain was reported.

Tuesday.—Pressure had increased over the whole of India, except in Sind, where a shallow depression was shown, caused by the increase of temperature in that area. The depressions in Burma and the South Deccan had filled up, and the chief feature of the pressure distribution was its great uniformity, the extreme range of pressure over the whole of the land area being only about a tenth of an inch. Winds were shifting to their normal directions in Orissa and Chota Nagpur. Rain fell during thunderstorms at several stations in Southern India. Wellington received 1·64 inches, Calicut ·51 inch, and Chitaldrug ·41 inch.

Wednesday.—Pressure changes were small and of no great significance, the distribution of pressure continuing very uniform over the whole of the land and sea areas. Winds showed an increasing southerly or easterly tendency in Bengal and Chota Nagpur. Temperature was increasing over the whole of India, except Burma, Madras, and Mysore. Light showers of rain were again reported from a few stations in the south of the peninsula, in most cases probably accompanying thunderstorms.

Thursday.—Pressure had increased slightly in Baluchistan and Upper Sind, temporarily filling up the shallow depression over Sind. It had also increased briskly in the Deccan, but was still very uniform over the whole of the Indian area, due to the persistent excess of pressure in Northern India, where it was from one-tenth to one-eighth of an inch above the normal. South-westerly winds had set in over the whole of South and Central Bengal, where they had caused a considerable increase of humidity. Temperature continued to increase in all Provinces except Madras, and the area of maximum temperature was being gradually transferred northwards. Humidity had hence decreased still more in North-Western and Central India, and remarkably low humidities were recorded at Mount Abu (9 per cent. of saturation), Neemuch (12), Murree (14), and Pachmarhi (15). Rain continued in the south, Colombo receiving ·82 inch, Mangalore ·78 inch, and Trivandrum ·46 inch. Moulmein reported 1·05 inches of rain.

Friday.—The barometric changes of the past twenty-four hours were generally small in amount, but irregular in character. The chief features of the pressure distribution continued to be its great uniformity and large excess, especially in Northern India and Baluchistan. Winds were unusually westerly in South Bengal, and were increasing in strength. They were normal in direction on the Bombay Coast. No rain was reported.

Saturday.—Pressure had given way slightly in Sind and the South-West Punjab, causing the re-appearance of the Sind hot weather depression; but great uniformity of distribution and general excess of pressure continued, the greatest excess over normal being in the Gangetic Plain and Baluchistan, where it exceeded an eighth of an inch. Winds had shifted to the normal hot weather directions on the Sind, Cutch, and Kathiawar Coasts, and were increasing in strength on the Bombay Coast. Temperature continued to increase generally, and the day temperature was considerably above the normal in the Punjab, Sind, and Rajputana. Jacobabad registered a maximum of 105·9° and Hyderabad (Sind) of 105·7. Ahmednagar received ·34 inch of rain, and a few other stations reported light showers.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	March 1894.							Mean variation of week.
	25th.	26th.	27th.	28th.	29th.	30th.	31st.	
	°	°	°	°	°	°	°	°
Burma	+2·2	+2·8	+1·9	+0·6	+1·8	+0·5	+0·5	+1·3
Bengal and Assam	+1·5	—0·6	—2·6	—1·9	—1·0	—0·3	+0·5	—0·6
North-Western Provinces and Oudh.	—2·4	—7·0	—6·0	—4·7	—3·5	—2·7	—1·1	—3·9
Punjab	—5·9	—5·1	—2·3	—1·7	—0·1	+1·4	+2·7	—1·6
Bombay	+1·3	+1·8	—0·1	+0·7	+1·2	—0·3	—0·3	+0·6
Central Provinces and Berar	—0·4	—2·5	—2·8	—1·3	+0·6	—3·0	—1·1	—1·5
Central India and Gujarat	—2·8	—4·9	—3·7	—2·9	—1·3	+0·3	+0·8	—2·1
Sind and Rajputana	—3·3	—4·6	—3·0	—1·7	0	+1·7	+3·4	—1·1
Madras	+0·2	+2·5	+2·0	—0·6	—2·3	—3·1	—1·7	—0·4
Mean for whole of India	—1·1	—2·0	—1·8	—1·5	—0·5	—0·7	+0·4	—1·0

In North-Western India the temperature at the beginning of the week was considerably in defect, possibly owing to the indraught of cool air from the Afghan mountain region, as indicated by the strong northerly winds reported from Cherat; but towards the close of the week the day temperature rose very rapidly, and by the 31st was about 7° in excess of the normal in the Punjab, Sind, and Rajputana. The night temperature, however, due probably to the abnormal dryness of the atmosphere, was persistently below the normal throughout the week, which reduced the mean of the day to much nearer normal than it would otherwise have been. The mean temperature of Gujarat, Central India, and the North-Western Provinces varied similarly, the lowering of the temperature in these provinces being due to the advance of the cool wave from the north-west; the influence of which, in the case of the North-Western Provinces, was still discernible at the end of the week. In Burma, Madras, and Bombay, on the other hand, temperature was in excess at the commencement of the week and in defect towards its close. The somewhat irregular variations of temperature in the Central Provinces and Berar is probably traceable to the effects of local duststorms in that area. The mean temperature for the whole week was in Bengal, Bombay, and Madras nearly normal; in Burma it was slightly in excess, and in all other Provinces more or less in defect. For the whole of India it was 1° below normal.

Rainfall.—Only sixteen of the fifty-two rainfall divisions received any rain during the past week, and in five of these the average rainfall did not exceed one-tenth of an inch. Tenasserim received ·80 inch, Bombay Deccan ·62 inch, and Malabar ·59 inch. These were the largest average rainfalls. The remaining eight divisions received less than half an inch. As will be seen from the table at the close, the rainfall of the week was practically confined to the Peninsula, the only divisions which received rain outside of that area being Tenasserim, Assam (Brahmaputra), Punjab (North-West), and Central Provinces (West). The rainfall for the week was thus decidedly below the normal. Tenasserim, Berar, Central Provinces (West), Madras (Central), and the divisions of the Bombay and Malabar Coast Districts (with the exception of Coorg, which was normal) are the only divisions showing an excess.

The rainfall of the period for 4th to 31st March was also generally in defect. The Bombay and Malabar Coast Districts, Berar, Central Provinces (West), three of the Punjab divisions, two of the Madras divisions, and Tenasserim were the only parts of the country where the fall was in excess of the normal. The defect was greatest in Assam, where the actual fall was only 4·53 inches, while the normal fall for this period is 12·21 inches, thus showing a defect of 7·68 inches.

The largest amounts registered during the week were 4·13 inches at Karmala (Sholapur) in the Bombay Deccan, 3·48 inches at Deulgaon Raja (Buldana) in Berar, and 3·40 inches at Tellicherry (Calicut) on the Malabar Coast.

PROVINCE.	DIVISION.	Rainfall data for week ending March 31st, 1894.			Rainfall data from March 4th to March 31st, 1894.		
		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, March 4th to March 31st.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·80	0·08	+ 0·72	0·80	0·25	+ 220
	Lower Burma	0	0·06	— 0·06	0	0·07	— 100
	Central Burma	0	0·02	— 0·02	0	0·09	— 100
	Upper Burma	0	?	?	0·63	?	?
	Arakan	0	0·06	— 0·06	0·06	0·28	— 79
Bengal and Assam	Eastern Bengal	0	0·98	— 0·98	2·02	2·48	— 19
	Assam (Surma)	0	2·99	— 2·99	2·82	8·51	— 67
	Do. (Brahmaputra)	0·03	1·48	— 1·45	1·71	3·70	— 54
	Deltaic Bengal	0	0·61	— 0·61	0·66	1·53	— 57
	Central Bengal	0	0·36	— 0·36	0·08	0·80	— 91
	North Bengal	0	0·61	— 0·61	0·02	1·51	— 99
	Orissa	0	0·28	— 0·28	0·25	0·96	— 74
	Chota Nagpur	0	0·14	— 0·14	0·03	0·90	— 97
	Bihar (South)	0	0·07	— 0·07	0·01	0·32	— 97
	Do. (North)	0	0·09	— 0·09	0	0·37	— 100
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·04	— 0·04	0·09	0·21	— 57
	Do. (Submontane) (*a*)	0	0·04	— 0·04	0·02	0·24	— 92
	Oudh (South)	0	0·08	— 0·08	0·02	0·30	— 93
	Do. (North)	0	0·12	— 0·12	0·23	0·43	— 47
	North-Western Provinces (Central).	0	0·07	— 0·07	0·09	0·29	— 69
	North-Western Provinces (West).	0	0·06	— 0·06	0·11	0·37	— 70
	North-Western Provinces (Submontane) (*b*)	0	0·19	— 0·19	0·88	1·13	— 22
Punjab	Punjab (South)	0	0·05	— 0·05	0·12	0·44	— 73
	Do. (Central)	0	0·06	— 0·06	0·25	0·44	— 43
	Do. (Submontane)	0	0·17	— 0·17	0·85	0·94	— 10
	Do. (Hill Districts)	0	0·51	— 0·51	3·53	2·50	+ 41
	Do. (North-West)	0·17	0·49	— 0·32	2·01	1·74	+ 16
	Do. (West)	0	0·16	— 0·16	0·87	0·56	+ 55
Bombay and Malabar Coast Districts (Madras).	Malabar	0·59	0·17	+ 0·42	2·30	0·90	+ 156
	Madras (South Central)	0·36	0·27	+ 0·09	1·68	0·81	+ 107
	Coorg	0·21	0·23	— 0·02	2·23	0·89	+ 151
	Mysore	0·38	0·10	+ 0·28	0·70	0·31	+ 126
	Konkan	0·22	0·02	+ 0·20	0·24	0·04	+ 500
	Bombay Deccan	0·62	0·07	+ 0·55	1·01	0·17	+ 494
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·26	0·01	+ 0·25	0·37	0·01	+3600
Central Provinces and Berar.	Berar	0·33	0·18	+ 0·15	0·41	0·33	+ 24
	Central Provinces (West)	0·11	0·10	+ 0·01	0·51	0·26	+ 96
	Ditto (Central)	0	0·11	— 0·11	0·18	0·47	— 68
	Ditto (East)	0	0·09	— 0·09	0·01	0·60	— 98
Bombay (North)	Gujarat	0	0	0	0·01	0	0
	Kathiawar	0	0	0	0	0·08	— 100
	Sind	0	0	0	0·04	0·19	— 79
Rajputana and Central India.	Central India (East)	0	0·03	— 0·03	0·05	0·12	— 58
	Rajputana (East), Central India (West).	0	0·02	— 0·02	0·05	0·15	— 67
	Rajputana (West)	0	0·01	— 0·01	0	0·04	— 100
Madras	East Coast (North)	0	0·19	— 0·19	0·12	0·49	— 76
	Ditto (ditto) (*a*)	0·05	0·21	— 0·16	0·05	1·00	— 95
	Hyderabad (South)	0·03	0·03	0	0·03	0·50	— 94
	Madras (Central)	0·09	0·04	+ 0·05	0·10	0·14	— 28
	East Coast (Central)	0	0·12	— 0·12	0	0·32	— 100
	Ditto (South)	0	0·02	— 0·02	0·39	0·34	+ 15
	Madras (South)	0·08	0·23	— 0·15	2·55	1·02	+ 150

SIMLA, *5th March, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

M. FINUCANE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 31st March.*—Showers in parts of the Deccan, Coimbatore, and Tinnevelly, and general in the Nilgiris and West Coast. Agricultural operations generally at a standstill, except where irrigation available. Supplies of water limited, but some cultivation proceeding in Central and Southern districts after recent rainfall. Standing crops generally good, except cotton in parts. Some harvest still going on with fair outturn. Pasturage scarce, but fodder sufficient, and cattle generally in good condition. Prices almost unaltered, though slightly easier in Central and Southern districts.

Bombay.—*For week ending 4th April.*—Rain generally slight in parts of fourteen districts. Standing crops damaged by blight, frost, or rain in parts of four districts; otherwise good except cotton in parts of Guzerat. Reaping of late crops progressing throughout Presidency, and ploughing and sowing operations going on in ten districts. Cotton picking progressing in six districts. Prices steady, except in ten districts. Agricultural stock good. Fodder sufficient, except in parts of Baroda. Numbers on relief works: Baroda, 574.

Bengal.—*For week ending 31st March.*—No rain, but fine settled weather prevailed throughout the week. Ploughing and early sowings have been retarded for want of rain. Spring rice and indigo are doing well, but would be benefited by rain. The spring harvest is being rapidly completed, and from most districts a good outturn is reported. In Nadia and Malda the outturn is below the average. The collection of opium is nearly finished, and weighments will shortly commence. The yield has been prejudiced by blight in Chota Nagpur. The *mahua* (*Bassia latifolia*) crop promises well, but mango prospects are indifferent. The price of common rice is stationary. The supply of fodder is generally sufficient, but want of water is beginning to be felt in parts of East Bengal, Nadia, and Jessore.

North-Western Provinces and Oudh.—*For week ending 4th April.*—Weather seasonable. Harvesting of spring crops, collection of opium, and sugarcane sowings are in progress. Prospects are favourable. Prices generally steady.

Punjab.—*For week ending 4th April.*—Rainfall *nil.* Reaping of spring crops commenced. Sowings of extra spring crops in progress. Ploughings and sowings of sugarcane and cotton commenced. Condition and prospects of standing crops good. Crops are reported to have been injured by field rats in parts of Lahore and by rust in parts of Dera Ismail Khan. Cattle are generally in good condition. Fodder sufficient throughout the Province. Condition of poppy crop good. Prices falling in four districts; stationary elsewhere.

Central Provinces.—*For week ending 5th April.*—The weather has continued to be cloudy, and thundershowers have fallen in places. Wheat outturn about one anna in Saugor and Damoh, where wheat is selling at fourteen and thirteen seers respectively per rupee. Import of wheat into these districts has commenced. The Jabalpur crop is only six annas; elsewhere in the north the outturn is much better, except in one tahsil of Hoshangabad. In the Southern and Eastern districts a fair crop has been gathered. The cold weather pulses have done fairly everywhere.

Burma.—*For week ending 31st March.*—Showers of rain in three districts in Lower Burma; none elsewhere. No agricultural operations in progress. In Upper Burma ploughing and planting of dry weather paddy progressing. Standing crops looking healthy, but island crops slightly damaged by sudden rise in river. Price of paddy stationary and much below normal. In nearly all districts the price of rice has fallen, and is now very low. Fodder and water-supply sufficient.

Assam.—*For week ending 3rd April.*—Weather variable. Sowing of early rice commenced. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 4th April.*—MYSORE: Slight rain has fallen throughout Mysore State. Standing crops in good condition. Rice sown in parts of Tumkur. No material change in prices.

COORG:—Slight rain. Manuring of rice fields continues, and threshing of *ragi* (*Eleusine coracana*) completed. Rain excessive and has injured coffee blossoms in some parts. Prices stationary. Fodder and water for cattle sufficient.

Berar and Hyderabad.—*For week ending 4th April.*—BERAR: Weather warm and cloudy. Harvesting of spring crops nearing completion in Amraoti, and threshing of wheat, linseed, and gram continues in Ellichpur. Preparation of land for ensuing crop in progress. Fodder insufficient in parts of Ellichpur and Akola talukas. Water-supply enough for requirements. Prices almost stationary.

HYDERABAD: No rain during week; total from 1st January 29 cents. Weeding of hot weather crops continues. Prices steady.

Central India.—*For week ending 28th March.*—Slight rain in Bhopal, Bundelkhand, Western Malwa, and Bhopawar. Harvesting of crops continues in all parts. A fairly good outturn is expected in most agencies. In others crops have been slightly damaged, especially the wheat crop in Bundelkhand. Cattle in fairly good condition in all agencies, except Bhopal. Prices of food-grains rising in Bhopal, slightly fluctuating in parts of Bhopawar, and steady in other agencies. Opium crops indifferent in Dewas, Bhopal, and Neemuch; fairly good in other parts.

For week ending 4th April.—Slight rain fell during week in Bhopal and Bhopawar. Weather cloudy and warm in Indore. Harvesting operations still in progress in all parts of Central India. Good outturn expected in the Neemuch district, Bhopawar, and Western Malwa; average in Baghelkhand, and below average in parts of Gwalior, Bhopal, Bundelkhand, and Goona. Cattle in fairly good condition. Pasturage good and sufficient, except in parts of Gwalior. Prices of food-grains steady at high rates, but low in Neemuch district. Opium crops indifferent in Dewas, Bhopal, and Neemuch; fair in other agencies.

Rajputana.—*For week ending 4th April.*—Agricultural operations, standing crops, and cattle generally satisfactory. Harvesting continues. Prospects generally good, but damage to crops reported from Karauli and Dholpur. Pasturage or fodder sufficient. Prices falling in three States, fluctuating in two, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 3rd April.*—Rain fell during the week. Land being prepared for autumn crops. Prospects of standing spring crops good. Water for irrigation sufficient. Prices stationary.

JAMMU PROVINCE.—*For week ending 4th April.*—No rain. Crops in fair condition. Prices stationary.

Nepal.—Report not received.

M. FINUCANE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 25TH MARCH 1893, AND FROM 1ST JANUARY TO 24TH MARCH 1894.

N.B.—As regards the figures in column *Total earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st half of 1893.	Week ending 25th March 1893. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 24th March 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st January to 25th March 1893.	Earnings from 1st January to 24th March 1894.	Increases during the 1st half of 1894.	Decreases during the 1st half of 1894.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	10,62,438	650	1,634	9,79,262	599	1,23,29,635	1,33,03,304	11,63,669	...
Bengal-Nágpur	180	863	1,81,034	210	862	1,82,134	212	18,92,723	20,77,070	1,84,147	...
Indian Midland	145	752	1,14,832	153	752	1,09,767	146	13,45,428	14,08,859	93,431	...
Bezwada Extension	56	21	2,177	104	21	1,076	51	27,552	16,951	...	10,601
Metre gauge—											
Rajputana-Malwa (*a*)	206	1,699	5,18,258	305	1,719	4,37,310	254	60,34,911	62,42,958	2,08,017	...
South Indian	157	1,043	1,61,253	155	1,043	1,46,396	140	18,92,741	18,70,015	...	2,83,726
Southern Mahratta (*b*)	103	1,107	1,13,474	103	1,164	1,29,780	111	13,17,328	13,98,418	81,090	...
Bengal and North-Western (*c*)	162	756	1,49,582	198	756	97,180	129	14,30,330	13,41,209	...	92,001
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	17,853	80	229	16,970	74	1,98,420	2,38,330	30,030	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	8,813	8,813	...
TOTAL	272	8,098	23,21,501	287	8,196	21,01,094	256	2,63,45,095	2,77,08,604	13,93,509	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	6,55,777	261	2,507	5,84,706	233	60,23,865	75,14,540	5,00,684	...
Oudh and Rohilkhand (state)	272	692	2,24,131	324	741	1,89,002	255	21,44,509	24,25,794	2,74,195	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	2,17,955	281	813	2,08,140	256	24,30,601	29,36,455	4,96,854	...
Bengal Central (*e*)	120	125	15,236	122	125	15,460	174	1,90,883	1,75,782	...	15,106
East Coast (state)	55	91	(*f*) 5,546	61	266	22,493	85	(*f*) 22,445	2,32,998	2,10,553	...
Metre gauge—											
Burma (state)	274	715	1,86,540	261	730	1,68,837	231	23,38,305	20,42,320	...	2,95,985
Special gauges—											
Jorhát (state provincial)	46	28	1,294	46	28	1,335	48	12,468	12,811	343	...
Cherra-Companyganj (state provincial)	58	8	494	62	8	512	64	5,916	5,540	...	376
TOTAL	231	4,945	13,06,973	264	5,218	11,90,185	228	1,40,82,017	1,53,44,159	12,61,102	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	9,73,642	653	1,490	8,07,400	539	1,06,67,704	1,13,40,348	6,81,644	...
Bombay, Baroda and Central India	755	461	3,77,001	818	461	3,01,000	653	37,05,827	38,05,506	1,00,250	...
Madras	242	840	1,99,078	237	840	2,02,475	241	24,70,744	22,76,231	...	1,94,513
TOTAL	575	2,791	15,49,721	555	2,791	13,05,884	468	1,68,34,275	1,74,30,065	8,90,300	...
TOTAL (GUARANTEED AND STATE)	304	15,834	51,78,195	327	16,205	45,97,163	283	5,72,62,387	6,04,83,428	32,21,901	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	24,011	149	161	25,612	159	2,52,485	2,73,072	20,587	...
Tarkessur	277	22	5,963	271	22	7,134	324	72,908	75,378	2,470	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	8,515	127	67	12,049	180	65,552	1,11,068	45,516	...
Dibru-Sadiya	126	78	12,067	155	78	10,194	131	1,14,520	1,21,189	6,669	...
TOTAL	142	328	50,556	154	328	54,989	168	5,05,465	5,80,707	75,242	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	58,528	176	333	50,250	151	6,77,833	6,80,026	2,193	...
The Gaekwar's Petlád	103	13	1,227	94	13	1,310	101	10,457	13,587	...	2,870
Rájpura-Bhátinda	124	108	15,717	146	108	15,068	140	1,52,292	1,81,916	29,624	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	39,448	119	362	33,105	91	4,15,176	3,59,629	...	55,547
The Gaekwar's Mehsána	80	93	8,789	95	93	8,760	94	85,801	1,02,614	16,812	...
Kolhápur	83	29	1,765	61	29	1,960	68	29,751	24,691	...	5,060
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,938	82	72	5,830	81	62,229	63,531	1,302	...
TOTAL	125	979	1,31,412	134	1,010	1,16,283	115	14,30,540	14,25,994	...	13,546
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	51,025	153	334	41,176	123	5,25,505	5,02,733	...	22,772
Jetalsar-Rájkot	24	...	...	...	46	2,225	48	...	34,641	34,641	...
Jodhpur-Bickaneer	53	291	19,075	66	364	27,200	75	2,20,581	3,07,824	87,243	...
Special gauge—											
Morvi	70	94	5,306	56	94	4,664	50	74,578	79,595	5,017	...
TOTAL	93	719	75,406	105	838	75,265	90	8,20,664	9,24,793	1,04,120	...
GRAND TOTAL	282	17,860	54,35,569	304	18,381	48,43,700	264	6,00,28,036	6,34,14,922	31,86,886	...

(*a*) Includes the Godhra-Ratlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godavari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

H. BONHAM-CARTER, *Captain, R.E.*,
for *Under Secretary*.

SIMLA, *the 5th April 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XLIX OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 25th March 1893. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Week ending 24th March 1894. Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Earnings from 1st April 1892 to 25th March 1893.	Earnings from 1st April 1893 to 24th March 1894.	Increases in 1893-94.	Decreases in 1893-94.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	580	1,634	10,62,438	650	1,634	9,79,262	599	4,83,72,547	5,02,24,900	18,52,353	...
Bengal-Nágpur	140	863	1,81,634	210	862	1,82,434	212	58,90,104	64,10,460	5,26,266	...
Indian Midland	129	752	1,14,832	153	752	1,09,767	146	49,34,939	50,17,857	82,918	...
Bezwada Extension	80	21	2,177	104	21	1,076	51	99,515	96,115	...	3,400
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,18,258	305	1,719	4,37,310	254	2,20,95,965	2,23,34,944	2,38,979	...
South Indian	139	1,043	1,61,253	155	1,043	1,46,396	140	77,50,862	70,60,066	...	90,796
Southern Mahratta (*b*)	87	1,107	1,13,474	103	1,164	1,29,780	111	46,46,742	58,84,136	12,37,394	...
Bengal and North-Western (*c*)	137	756	1,49,582	198	756	97,180	129	52,74,645	50,82,893	...	1,91,752
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	17,853	80	229	16,979	74	6,84,495	7,45,755	61,260	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	(*d*) 13,205	13,205	...
TOTAL	243	8,098	23,21,501	287	8,196	21,01,094	256	9,97,49,904	10,34,76,331	37,26,427	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	6,55,777	261	2,507	5,84,406	233	2,54,70,937	2,94,49,528	39,79,491	...
Oudh and Rohilkhand (state)	235	692	2,24,131	324	741	1,89,002	255	82,73,863	87,74,133	5,00,270	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	2,17,955	281	813	2,08,140	256	1,16,44,583	1,23,85,694	7,41,111	...
Bengal Central (*f*)	120	125	15,236	122	125	15,460	174	7,67,667	7,56,089	...	11,578
East Coast (state)	...	91	5,546	61	266	22,493	85	(*g*) 22,445	(*h*) 7,04,048	6,81,603	...
Metre gauge—											
Burma (state)	194	715	1,86,540	261	730	1,68,837	231	70,76,565	62,79,164	...	7,97,401
Special gauges—											
Jorhát (state provincial)	46	28	1,294	46	28	1,335	48	65,692	69,347	3,655	...
Cherra-Companyganj (state provincial)	42	8	494	62	8	512	64	19,215	21,990	2,775	...
TOTAL	217	4,945	13,06,973	264	5,218	11,90,185	228	5,33,40,967	5,84,39,993	50,99,926	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	513	1,490	9,73,642	653	1,490	8,02,409	539	3,88,84,500	3,85,97,322	...	2,87,178
Bombay, Baroda and Central India	605	461	3,77,001	818	461	3,01,000	653	1,41,24,614	1,47,93,259	6,68,645	...
Madras	226	840	1,99,078	237	840	2,02,475	241	96,90,602	1,01,33,015	4,42,413	...
TOTAL	442	2,791	15,49,721	555	2,791	13,05,884	468	6,26,99,716	6,35,23,596	8,23,880	...
TOTAL (GUARANTEED AND STATE)	271	15,834	51,78,195	327	16,205	45,97,163	283	21,57,89,687	22,54,39,920	96,50,233	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	24,011	149	161	25,612	159	10,78,938	12,03,848	1,24,910	...
Tarkessur	252	22	5,963	271	22	7,134	324	2,83,683	2,80,314	...	3,369
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	8,515	127	67	12,049	180	4,03,694	4,56,883	53,189	...
Dibru-Sadiya	123	78	12,967	155	78	10,194	131	4,90,076	5,10,538	20,462	...
TOTAL	135	328	50,556	154	328	54,989	168	22,56,391	24,51,583	1,95,192	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	58,528	176	333	50,250	151	26,23,264	26,85,901	62,637	...
The Gaekwar's Petlád	96	13	1,227	94	13	1,310	101	63,373	59,531	...	3,842
Rájpura-Bhátinda	92	108	15,717	146	108	15,068	140	5,40,911	7,07,238	1,66,327	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	94	331	39,448	119	362	33,105	91	15,15,852	16,90,502	1,74,650	...
The Gaekwar's Mehsána	59	93	8,789	95	93	8,760	94	2,77,614	3,41,272	63,658	...
Kolhápur	67	29	1,765	61	29	1,960	68	98,740	1,10,992	12,252	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	5,938	82	72	5,830	81	2,43,093	2,43,031	...	62
TOTAL	107	979	1,31,412	134	1,010	1,16,283	115	53,62,847	58,38,467	4,75,620	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	51,025	153	334	41,176	123	17,24,805	19,90,334	2,65,529	...
Jetalsar-Rájkot	...	...	...	...	46	2,225	48	...	(*k*) 1,37,648	1,37,648	...
Jodhpur-Bickaneer	60	291	19,075	66	364	27,200	75	9,01,075	9,65,893	64,118	...
Special gauge—											
Morvi	85	94	5,306	56	94	4,664	50	3,11,999	3,22,530	10,531	...
TOTAL	80	719	75,406	105	838	75,265	90	29,37,879	34,15,705	4,77,826	...
GRAND TOTAL	251	17,860	54,35,569	304	18,381	48,43,700	264	22,63,46,804	23,71,45,675	1,07,98,871	...

(*a*) Includes the Godhra-Ratlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*d*) Total earnings from 8th November 1893 to 24th March 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Total earnings of the Bezwáda-Godaveri section from the date of opening, *viz.*, 20th February 1893.
(*h*) Total earnings of the Bezwáda-Godávari section from the 1st April 1893 and of the Godavari-Vizianagram section and the Cocanada and Vizagapatam branches from the date of opening, *viz.*, 15th July 1893.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April 1893 to 24th March 1894.

H. BONHAM-CARTER, *Captain, R.E.*,
for *Under Secretary*.

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SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 7th, 1894.

General Summary.—The great uniformity in the distribution of pressure and its large excess in Northern India, which formed the chief features of the meteorology of the previous week, did not continue long during the week under review. A rapid fall of pressure over nearly the whole of India had taken place by the morning of the 1st; and, though pressure still continued pretty uniform, the changes accompanying a further fall during the next twenty-four hours made important modifications in the pressure distribution; and steepish gradients, with pressure more or less largely in defect in North-Western India, prevailed till the morning of the 5th. By the morning of the 6th a rapid fall in North-Eastern India and a rapid rise in the north-west had produced greater uniformity in the pressure distribution, and had restored pressure to nearly the normal over the whole of India, preparatory to a reversal next day of the conditions that had prevailed hitherto; for by the following morning an unusually rapid fall in North-Eastern India had transferred the area of largest defect to that part of the country. A deepish depression was shown over North Bengal and North Bihar, with steep gradients to the south and west, giving strong easterly winds in the Assam Valley, very strong southerly winds at the head of the Bay, and steady west winds increasing in strength down the Gangetic Plain. The depression was evidently due to a disturbance in the mountain or plateau area to the north of Bengal. It gave heavy rain to some parts of Assam and snow in Upper Sikkim, but in Bengal the westerly winds it produced showed their influence in a decrease of humidity and an increase of temperature. The first part of the week was marked by steadily increasing temperature in North-Western India, and on the 2nd the maximum day temperature rose to 110·3° at Jacobabad, or 13° above the normal maximum temperature of the day; but from the 3rd temperature in North-Western India commenced to decrease, and the area of

highest temperature was gradually transferred eastwards, until by the end of the week the highest maximum recorded in India was 106·3° at Chaibassa in Western Bengal. With the exception of a few showers of rain generally accompanying thunderstorms in the Punjab, Bengal, and the south of the Peninsula, fine weather prevailed throughout the week. The mean temperature for the whole of India for the week was 1·1° in excess of the normal.

Daily Summary.—*Sunday.*—A general fall of pressure over the whole of India reduced pressure to practically the normal everywhere. Shallow low pressure areas lay over Sind and North-West Rajputana and the eastern districts of the North-Western Provinces, but they were not of much importance. Light showers of rain were reported from a few stations. Ordinary hot weather conditions prevailed generally.

Monday.—Pressure continued to give way everywhere, the fall being greatest in the Punjab and Sind, where a deepish depression was shown accompanying the rapid increase of temperature in that area. A shallow depression of no great importance lay over Central Burma. Winds had increased in strength on the Sind and Kathiawar and the Bengal and Orissa Coasts. A few showers of rain were reported, the heaviest being one of ·70 inch at Sibsagar.

Tuesday.—Pressure had changed irregularly and by small amounts, and its distribution differed but little from that of the previous day. The Central Burma depression was unchanged in position and character, but the one in the north-west had moved eastwards, and now lay over the Central and South Punjab. Local thunderstorms were reported from Bengal, the Circars, and the Punjab Hills, and rain had fallen at several stations, Cocanada receiving 1·03 inches, Bogra ·66 inch, False Point ·59 inch, and Mymensingh ·50 inch.

Wednesday.—A general rise of pressure had taken place, and pressure was shown considerably in excess in Assam. The South Punjab depression had moved eastwards and had broken up among the hills, and the hot weather depression in Sind had reappeared with pressure nearly a sixth of an inch in defect at Jacobabad. Strong winds continued on the Bengal Coast and in Cutch, Kathiawar, and the western districts of Rajputana and Central India. Rain was reported from Bengal, Assam, and the Punjab and Kashmir Hills, and a few showers from the south of the Peninsula. Srinagar received 1·02 inches and three other stations over half an inch.

Thursday.—Pressure continued to increase, but the barometric changes, as for some days past, were very irregular. The hot weather depression in Sind was more clearly defined, and another very shallow depression, with winds showing a feeble cyclonic tendency, lay over the central districts of the Gangetic plain. Strong easterly winds were blowing in the Lower Assam Valley, and strong southerly winds continued on the Bengal Coast. Showers of rain exceeding half an inch were reported from Mangalore (1·45 inches), Colombo (1·15 inches), Silchar, and Sibsagar.

Friday.—Temperature had fallen rapidly in the Punjab and Sind, due to numerous duststorms, and the hot weather depression in that area had temporarily filled up. The barometric changes were large and irregular, and the pressure distribution was more uniform than it had been for some days past. The Central Burma low pressure area was more prominent, and a shallow depression was shown over West Bengal. Over half an inch of rain was received at Colombo (·75 inch), and at a few stations in Bengal, Assam, and the Punjab.

Saturday.—The barometric changes were large and important. Pressure had given way very rapidly in North-Eastern India and Upper Burma, the fall amounting to nearly two-tenths of an inch in Assam and North Bengal. A low pressure area with steep gradients to the south and west covered North Bengal and North Bihar. Winds had increased considerably in South Bengal. Easterly winds were blowing in the Assam Valley and westerly winds down the Gangetic plain, extending across Bihar into West Bengal, where they had caused a considerable decrease in humidity. Heavy rain was reported from Silchar (2·75 inches) and Sibsagar (2·09 inches), and nearly a foot of snow from Gnatong. Rain had also fallen in the Punjab, at the Upper India Hill stations, and in the south of the Peninsula, but the falls were generally very light. Calicut received 1·48 inches during a thunderstorm.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different Provinces of India:

Province.	April 1894.							Mean variation of week.
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	
	°	°	°	°	°	°	°	°
Burma	+1·0	—0·3	—1·4	—0·8	+0·7	+1·4	+1·3	+0·3
Bengal and Assam	+0·9	+1·7	—0·1	—0·7	—1·8	—1·6	+0·1	—0·2
North-Western Provinces and Oudh.	—1·3	+0·8	+1·3	+2·6	+1·9	+2·0	+1·6	+1·3
Punjab	+4·0	+4·8	+6·9	+6·1	+6·3	+0·8	+0·1	+4·1
Bombay	—0·8	—0·8	—1·9	—1·1	—1·0	+0·8	+1·2	—0·5
Central Provinces and Berar	—1·7	—2·9	—1·6	+0·1	+1·0	+1·3	+2·7	—0·2
Central India and Gujarat	+0·8	+1·5	—0·5	+0·5	+1·1	+1·8	+1·4	+0·9
Sind and Rajputana	+5·5	+4·7	+6·0	+5·3	+4·1	+3·5	+1·6	+4·4
Madras	—0·4	0	—0·8	+0·3	—0·4	—1·3	—1·7	—0·6
Mean for whole of India	+0·9	+1·1	+0·9	+1·4	+1·3	+1·0	+0·9	+1·1

The only feature of the temperature of the week calling for special notice is the excessive temperature registered in the Punjab and in Sind and Rajputana. In all the other Provinces the variations from the normal were not large; and, with the exception of the North-Western Provinces and Oudh, where it was slightly in excess, the mean temperature for the week may be considered normal. But in the Punjab and in Sind and Rajputana the mean temperature for the week was more than 4° in excess. In the Punjab the excess varied between 4° and 7° each day until the morning of the 6th, when a large fall of 5½ degrees took place in the mean temperature of the whole Province, caused by the occurrence of numerous duststorms in that area during the previous day. The mean temperature for the whole of India was in more or less slight excess on every day of the week. For the whole week it was 1·1° above the normal.

Rainfall.—The rainfall of the week, though mostly small in amount, has been more general than that of the previous week. Thirty-one of the fifty-two rainfall divisions received rain. In eleven the average rainfall for the week did not exceed a tenth of an inch; in fifteen others it varied from a tenth to half an inch; and in only three did it exceed one inch. The largest average rainfall was that of Assam, where it amounted to 4·11 inches in the Surma Valley and 2·35 inches in the Brahmaputra Valley. In twenty-one divisions the rainfall of the week was in excess of the normal, but in only Assam, Central Bengal, the Punjab Hill Districts, and Malabar did the excess amount to more than ·25 inch.

As will be seen from the following table, the rainfall for the period 4th March to 7th April was generally in defect. It was in excess only in Tenasserim, Berar, Central Provinces (West), Bombay and Malabar Coast Districts, Madras (South and Central), the Punjab Hill Districts, and the North-West and West Punjab. But since the normal rainfall for this period is small, the defect in all cases was also necessarily but small. The largest defect continued to be in Assam, where it amounted to 5·50 inches this week as against 7·68 inches last week.

The largest amounts received at individual rain-gauge stations during the week are all reported from Assam and Bengal, and are the following: Cherra (Khasia and Jaintia Hills), 8·89 inches; Sylhet, 6·72 inches; Silchar, 4·95 inches; Bogra, 4·17 inches (3·51 inches of which fell in one day, the 4th); and Brahminbaria (Tipperah), 4·13 inches.

An important snowfall report received during the week from the Superintendent of the Observatory at Leh in Ladak for the month of February stated that the snowfall in Ladak during the past winter had been unusually heavy and quite abnormal. The passes were all blocked with snow up to the end of February, and it was estimated that the accumulation of snow on the higher passes was not less than 20 feet. Snow had been lying continuously since the 21st January in the open Indus Valley down to an elevation of 8,000 feet, which is a very rare occurrence.

PROVINCE.	DIVISION.	Rainfall data for week ending April 7th, 1894.			Rainfall data from March 4th to April 7th, 1894.		
		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, March 4th to April 7th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·05	0·58	— 05·3	0·85	0·83	+ 2
	Lower Burma	0	0·44	— 0·44	0	0·50	— 100
	Central Burma	0	0·20	— 0·20	0	0·28	— 100
	Upper Burma	0·11	?	?	0·68	?	?
	Arakan	0	0·07	— 0·07	0·06	0·35	— 83
Bengal and Assam	Eastern Bengal	0·61	0·45	+ 0·16	2 64	2·93	— 10
	Assam (Surma)	4·11	2·93	+ 1·18	6·93	11·44	— 39
	Do. (Brahmaputra)	2·35	1·35	+ 1·00	4·06	5·05	— 20
	Deltaic Bengal	0·41	0·33	+ 0·08	1·07	1·86	— 42
	Central Bengal	0·48	0·20	+ 0·28	0·55	1·06	— 48
	North Bengal	0·40	0·43	— 0·03	0·42	1·94	— 78
	Orissa	0·35	0·17	+ 0·18	0·60	1·13	— 97
	Chota Nagpur	0	0·09	— 0·09	0·03	0·99	— 97
	Bihar (South)	0	0·05	— 0·05	0·01	0·38	— 97
	Do. (North)	0	0·07	— 0·07	0	0·44	— 100
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·06	— 0·06	0·09	0·28	— 68
	Do. (Submontane) (*a*)	0	0·06	— 0·06	0·02	0·29	— 93
	Oudh (South)	0	0 04	— 0·04	0·02	0·35	— 94
	Do. (North)	0	0·04	— 0·04	0·23	0·47	— 51
	North-Western Provinces (Central).	0	0·03	— 0·03	0·09	0·31	— 71
	North-Western Provinces (West).	0	0·04	— 0·04	0·12	0·41	— 71
	North-Western Provinces (Submontane) (*b*)	0·06	0·11	— 0·05	0·94	1·24	— 24
Punjab	Punjab (South)	0	0·05	— 0·05	0·12	0·49	— 76
	Do. (Central)	0·01	0·05	— 0·04	0·25	0 50	— 50
	Do. (Submontane)	0·10	0·10	0	0·94	1 04	— 10
	Do. (Hill Districts)	0·81	0·41	+ 0·37	4·34	2·94	+ 48
	Do. (North-West)	0·43	0·35	+ 0·08	2·44	2·09	+ 17
	Do. (West)	0·25	0·13	+ 0·12	1·12	0·69	+ 62
Bombay and Malabar Coast Districts (Madras).	Malabar	1·24	0·42	+ 0·82	3·54	1·32	+ 164
	Madras (South Central)	0·50	0·32	+ 0·18	2·19	1·13	+ 94
	Coorg	0·30	0 52	— 0·22	2·53	1·41	+ 79
	Mysore	0·35	0·16	+ 0·19	1·05	0 47	+ 123
	Konkan	0	0·03	— 0·03	0·24	0·07	+ 243
	Bombay Deccan	0·21	0·13	+ 0 08	1·23	0·30	+ 310
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·05	0·03	+ 0·02	0·42	0·04	+ 950
Central Provinces and Berar.	Berar	0·06	0·04	+ 0·02	0·47	0·37	+ 27
	Central Provinces (West)	0·02	0·05	— 0·03	0 53	0·32	+ 66
	Ditto (Central)	0·02	0 09	— 0·07	0·19	0·56	— 66
	Ditto (East)	0	0·14	— 0·14	0·01	0·74	— 99
Bombay (North)	Gujarat	0	0	0	0·01	0·01	0
	Kathiawar	0·04	0	+ 0·04	0·04	0·08	— 50
	Sind	0	0·02	— 0·02	0·04	0·21	— 81
Rajputana and Central India.	Central India (East)	0	0·01	— 0·01	0·06	0·13	— 54
	Rajputana (East), Central India (West).	0	0·01	— 0·01	0·05	0·16	— 69
	Rajputana (West)	0	0·02	— 0·02	0	0·06	— 100
Madras	East Coast (North)	0·19	0·09	+ 0·10	0·30	0·58	— 49
	Ditto (ditto) (*a*)	0·25	0·07	+ 0·18	0·30	1 07	— 72
	Hyderabad (South)	0	0·21	— 0 21	0 03	0·70	— 95
	Madras (Central)	0·13	0·05	+ 0·08	0·23	0·19	+ 21
	East Coast (Central)	0·09	0·01	+ 0·08	0 09	0·32	— 72
	Ditto (South)	0·01	0·07	— 0·06	0·41	0·42	— 5
	Madras (South)	0·43	0·23	+ 0·20	2·98	1·25	+ 138

SIMLA, *12th April, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

E. C. BUCK,
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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 7th April.*—Showers have fallen in many parts, especially in the Central, Southern, and Western districts. Agricultural operations almost at a standstill, but some harvesting still proceeds with moderate yield. Standing crops generally fair. Pasturage scarce, but fodder abundant, and condition of cattle good generally. Prices generally easier, and especially in the southern half of the presidency.

Bombay.—*For week ending 11th April.*—Rain generally slight in parts of ten districts. Standing crops damaged by blight, rust, insects, or scorching winds in parts of three districts; otherwise good, except cotton in parts of Guzerat. Reaping of late crops progressing in thirteen, and ploughing and sowing operations in as many districts. Cotton picking progressing in six districts. Agricultural stock poor in one district, and fodder insufficient in three others. Prices steady, except in one district. Numbers on relief works: Baroda, 615.

Bengal.—*For week ending 7th April.*—There were storms with rain over the greater part of Bengal Proper and Orissa. Ploughing and early sowings are going on, but more rain is wanted. Prospects of spring rice and indigo are good. Sugarcane is being planted. The spring harvest is nearly over, and from most districts the outturn is reported to be satisfactory. The weighment of opium has begun; a somewhat deficient result is expected owing to damage by late blight. The *mahua* (*Bassia latifolia*) crop is giving a good outturn in Chota Nagpur, but is not up to average in the Sonthal Parganas. Cattle are generally in good condition, and the supply of fodder and water is sufficient. The price of common rice is steady.

North-Western Provinces and Oudh.—*For week ending 11th April.*—Weather seasonable. Harvesting of spring crops approaching completion. Threshing and winnowing in progress. Sugarcane is being irrigated in the Eastern and Central districts; elsewhere sowings are in progress. Irrigation of summer crops going on. Opium collections nearly finished. Markets well supplied and prices fairly steady.

Punjab.—*For week ending 11th April.*—Rain has fallen in six districts. Harvesting of spring crops commenced. Sugarcane and cotton sowings in hand. Land is being prepared for other autumn crops. Standing crops are in good condition, and the yield is expected to be good. Crops injured by field rats in parts of Lahore and by hail in parts of Dera Ismail Khan. Cattle generally in good condition, and fodder is sufficient throughout the province. The poppy crop is in good condition. Prices unsettled in one district, rising in another, falling in five districts; stationary elsewhere.

Central Provinces.—*For week ending 11th April.*—Weather hot and generally cloudy. Wheat crops a complete failure in Damoh. Scarcity of food

beginning to make itself felt in parts of Saugor, and imports of grain have commenced. Harvesting of linseed and gram completed in Bilaspur and in progress in Raipur; that of wheat is either complete or in full swing. Ploughing for autumn sowings commenced in Nagpur, Nimar, and in parts of Seoni. Prices stationary, except in Nagpur, where the price of wheat is rising.

Burma.—*For week ending 7th April.*—Showers of rain have fallen in one district of Lower Burma and in six districts of Upper Burma. In Upper Burma planting of dry-weather paddy continues in some districts and is completed in others. Sowing of early wet-weather paddy has commenced. Plucking of pulse crops and tobacco progressing. Standing crops generally are looking well, but slight damage by insects is reported from three districts. Fodder and water-supply sufficient. The price of paddy has fallen slightly in Rangoon, where the prices both of paddy and rice are much below the normal; fluctuations in prices elsewhere are unimportant.

Assam.—*For week ending 10th April.*—Weather warm. Sowing of early rice continues. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 11th April.*—MYSORE: Rainfall good in parts of the Hassan district, and slight elsewhere. Crops and prospects good. Rice harvested in parts of the Tumkur district. Prices fallen in the Bangalore district.

COORG:—Rainfall moderate. Fodder and water for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 11th April.*—BERAR: Rainfall moderate. Weather hot. Harvesting of spring crops continues in the Amraoti and Ellichpur districts. Preparation of land for the ensuing rain-crop in progress. Water-supply ample. Grazing reported insufficient in the Akot taluka. Prices almost steady.

HYDERABAD: Rainfall moderate during the week. Weeding of hot-weather crops continues. Prices steady.

Central India.—*For week ending 11th April.*—Some rain fell during the week in the Bhopal Agency. Harvesting completed in Western Malwa and Neemuch; in progress in other Agencies. Crops have been more or less damaged in Gwalior, Bhopal, Bundelkhand, Baghelkhand, Bhopawar, and Goona, and the outturn in these Agencies will probably be below average. Agricultural stock in good condition, except in parts of Bhopal. Pasturage good and sufficient in all Agencies, except in some parts of Gwalior. Prices of food-grains steady at high rates, but fluctuating in parts of Bhopawar. Opium crop indifferent in Bhopal; fair elsewhere.

Rajputana.—*For week ending 11th April.*—Agricultural operations, standing crops, and prospects generally satisfactory, but damage to the crops by insects is reported from Karauli and Dholpur. Harvesting continues. Cattle in good condition. Pasturage or fodder sufficient. Prices falling in five States; steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 10th April.*—Rainfall moderate during the week. Weather again fine. Ploughing in progress for the autumn crops. Prospects of spring crops good. Water ample for irrigation. Prices stationary.

JAMMU PROVINCE.—*For week ending 11th April.*—No rain. Crops fair. Cattle in good condition. Prices stationary.

Nepal.—*For week ending 7th April.*—Weather fine. Prospects good.

E. C. BUCK,
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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 31ST MARCH 1893, AND FROM 1ST JANUARY TO 31ST MARCH 1894.

N.B.—As regards the figures in column *Total earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Last 6 days of March 1893. Mean mileage worked.	Last 6 days of March 1893. Earnings. Total.	Last 6 days of March 1893. Earnings. Per mile open per week.	Week ending 31st March 1894. Mean mileage worked.	Week ending 31st March 1894. Earnings. Total.	Week ending 31st March 1894. Earnings. Per mile open per week.	Earnings from 1st January to 31st March 1893.	Earnings from 1st January to 31st March 1894.	Increases during the 1st-half of 1894.	Decreases during the 1st-half of 1894.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	9,24,655	566	1,634	10,67,717	653	1,31,61,337	1,44,65,196	13,03,859	...
Bengal-Nágpur	180	863	1,78,652	207	862	1,82,297	211	20,78,961	22,76,780	1,97,819	...
Indian Midland	145	752	98,024	130	752	1,13,979	152	14,43,449	15,28,169	84,720	...
Bezwada Extension	96	21	1,669	79	21	1,471	70	29,221	18,936	...	10,285
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	4,13,111	243	1,719	4,54,430	264	64,51,225	67,51,383	3,00,158	...
South Indian	157	1,043	1,48,622	142	1,043	1,53,847	148	20,11,363	17,34,213	...	2,77,150
Southern Mahratta (*b*)	109	1,107	1,24,245	112	1,164	1,45,921	125	14,41,573	15,51,155	1,09,582	...
Bengal and North-Western (*c*)	162	756	1,20,422	159	756	1,02,950	136	15,50,752	14,44,035	...	1,12,717
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	11,168	50	229	21,095	92	2,09,588	2,61,526	51,938	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	10,017	10,017	...
TOTAL	272	8,098	20,20,568	250	8,196	22,44,617	274	2,83,83,469	3,00,41,410	16,57,941	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,22,363	208	2,507	7,04,530	281	74,55,662	82,12,092	7,56,430	...
Oudh and Rohilkhand (state)	272	692	1,82,902	264	741	1,99,811	270	23,05,492	26,45,324	2,79,827	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,62,309	209	813	2,62,690	323	26,01,910	31,99,423	5,97,513	...
Bengal Central (*e*)	120	125	12,332	99	125	14,930	119	2,63,220	1,92,477	...	10,743
East Coast (state)	55	91	5,163	57	266	22,016	83	(*f*) 27,608	2,55,014	2,27,406	...
Metre gauge—											
Burma (state)	224	715	1,47,514	206	730	1,71,909	235	24,85,662	22,14,229	...	2,71,433
Special gauges—											
Jorhát (state provincial)	46	28	806	29	28	1,312	47	13,274	14,122	848	...
Cherra-Companyganj (state provincial)	58	8	474	59	8	426	53	6,390	5,966	...	424
TOTAL	231	4,945	10,33,863	209	5,218	13,77,624	264	1,51,59,223	1,67,38,647	15,79,424	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	8,98,065	603	1,490	8,20,903	551	1,15,65,769	1,21,90,348	6,24,579	...
Bombay, Baroda and Central India	765	461	3,66,945	796	461	3,20,000	714	40,62,772	41,74,067	1,11,295	...
Madras	242	840	1,77,507	211	840	2,19,322	261	26,48,251	25,06,814	...	1,41,437
TOTAL	525	2,791	14,42,517	517	2,791	13,69,225	491	1,82,76,792	1,88,71,229	5,94,437	...
TOTAL (GUARANTEED AND STATE)	304	15,834	44,96,948	284	16,205	49,91,466	308	6,18,19,484	6,56,51,286	38,31,802	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	25,892	161	161	33,657	209	2,80,959	3,08,766	27,807	...
Tarkessur	277	22	4,990	227	22	6,437	293	78,073	81,595	3,522	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	8,768	131	67	8,990	134	74,320	1,19,314	44,994	...
Dibru-Sadiya	126	78	8,230	106	78	11,753	151	1,22,750	1,33,933	11,183	...
TOTAL	142	328	47,880	146	328	60,837	185	5,56,102	6,43,608	87,506	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	73,812	222	333	66,766	200	7,51,645	7,45,680	...	5,965
The Gaekwar's Petlád	103	13	1,541	119	13	1,310	101	17,998	15,509	...	2,489
Rájpura-Bhátinda	124	108	14,664	136	108	15,068	140	1,59,025	1,96,984	37,959	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	28,600	86	362	29,415	81	4,43,776	3,88,259	...	55,517
The Gaekwar's Mehsána	80	93	8,289	89	93	8,450	91	94,092	1,14,083	20,591	...
Kolhápur	83	29	2,043	70	29	3,459	119	31,794	28,560	...	3,234
Special gauge—											
The Gaekwar's Dabhoi	82	72	10,377	144	72	4,150	58	72,606	69,538	...	3,068
TOTAL	125	979	1,39,326	142	1,010	1,28,618	127	15,70,936	15,59,213	...	11,723
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	49,997	150	334	46,675	140	5,75,502	5,51,891	...	23,611
Jetalsar-Rájkot	24	...	...	...	46	2,744	60	...	37,746	37,746	...
Jodhpur-Bickaneer	53	364	18,665	51	364	27,000	74	2,39,246	3,38,098	98,852	...
Special gauge—											
Morvi	70	94	5,304	56	94	6,601	70	79,882	86,408	6,526	...
TOTAL	93	792	73,966	93	838	83,020	99	8,94,630	10,14,143	1,19,513	...
GRAND TOTAL	282	17,933	47,58,120	265	18,381	52,63,941	286	6,48,41,152	6,88,68,250	40,27,098	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jummu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godavari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 12th April 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. L OF 1893-94.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1893*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Last 6 days of March 1893. Mean mileage worked.	Last 6 days of March 1893. Earnings. Total.	Last 6 days of March 1893. Earnings. Per mile open per week.	Week ending 31st March 1894. Mean mileage worked.	Week ending 31st March 1894. Earnings. Total.	Week ending 31st March 1894. Earnings. Per mile open per week.	Earnings from 1st April 1892 to 31st March 1893.	Earnings from 1st April 1893 to 31st March 1894.	Increases in 1893-94.	Decreases in 1893-94.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	580	1,634	9,24,655	566	1,634	10,67,717	653	4,93,04,248	5,10,99,385	17,95,137	...
Bengal-Nágpur	140	863	1,78,652	207	862	1,82,297	211	60,76,432	60,15,570	5,39,138	...
Indian Midland	129	752	98,024	130	752	1,13,979	152	50,32,963	51,37,170	1,04,207	...
Bezwada Extension	80	21	1,669	79	21	1,471	70	1,01,184	98,100	...	3,084
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	4,13,111	243	1,719	4,54,430	264	2,25,12,249	2,29,33,425	4,21,176	...
South Indian	139	1,043	1,48,622	142	1,043	1,53,847	148	78,99,484	78,15,264	...	84,220
Southern Mahratta (*b*)	87	1,107	1,24,245	112	1,164	1,45,921	125	47,70,987	60,30,873	12,65,886	...
Bengal and North-Western (*c*)	137	756	1,20,422	159	756	1,02,950	136	53,95,067	51,82,659	...	2,12,408
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	11,168	50	229	21,095	92	6,95,663	7,80,816	85,153	...
Pálanpur-Deesa	...	...	...	...	16	910	57	...	(*d*) 14,453	14,453	...
TOTAL	243	8,098	20,20,568	250	8,196	22,44,617	274	10,17,88,277	10,57,13,715	39,25,438	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	201	2,509	5,22,363	208	2,507	7,04,530	281	2,60,01,834	3,01,55,979	41,54,145	...
Oudh and Rohilkhand (state)	235	692	1,82,902	264	741	1,99,811	270	84,89,851	89,95,753	5,05,902	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	1,62,309	209	813	2,62,690	323	1,18,06,893	1,26,48,662	8,41,769	...
Bengal Central (*f*)	120	125	12,332	99	125	14,930	119	7,79,999	7,72,784	...	7,215
East Coast (state)	...	91	5,163	57	266	22,016	83	(*g*) 27,608	(*h*) 7,26,064	6,98,456	...
Metre gauge—											
Burma (state)	194	715	1,47,514	206	730	1,71,909	235	72,23,922	64,51,073	...	7,72,849
Special gauges—											
Jorhát (state provincial)	46	28	806	29	28	1,312	47	66,498	70,658	4,160	...
Cherra-Companyganj (state provincial)	47	8	474	59	8	426	53	19,689	22,416	2,727	...
TOTAL	217	4,945	10,33,863	209	5,218	13,77,624	264	5,44,16,294	5,98,43,389	54,27,095	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*i*)	513	1,490	8,98,065	603	1,490	8,20,903	551	3,07,82,565	3,94,38,322	...	3,44,243
Bombay, Baroda and Central India	605	461	3,66,945	796	461	3,29,000	714	1,44,91,559	1,52,07,341	7,15,782	...
Madras	226	840	1,77,507	211	840	2,19,322	261	98,68,109	1,03,63,598	4,95,489	...
TOTAL	442	2,791	14,42,517	517	2,791	13,69,225	491	6,41,42,233	6,50,09,261	8,67,028	...
TOTAL (GUARANTEED AND STATE)	271	15,834	44,96,948	284	16,205	49,91,466	308	22,03,46,804	23,05,66,365	(+)2,19,561	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	25,892	161	161	33,657	209	11,07,412	12,39,542	1,32,130	...
Tarkessur	252	22	4,990	227	22	6,437	293	2,88,848	2,86,574	...	2,274
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	8,768	131	67	8,990	134	4,12,462	4,70,903	58,441	...
Dibru-Sadiya	123	78	8,230	106	78	11,753	151	4,98,306	5,23,282	24,976	...
TOTAL	135	328	47,880	146	328	60,837	185	23,07,028	25,20,301	2,13,273	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	73,812	222	333	66,766	200	26,97,076	27,51,555	54,479	...
The Gaekwar's Petlád	96	13	1,541	119	13	1,310	101	64,914	61,464	...	3,450
Rájpura-Bhátinda	92	108	14,664	136	108	15,068	140	5,47,647	7,22,306	1,74,659	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	94	331	28,600	86	362	29,415	81	15,44,452	17,19,132	1,74,680	...
The Gaekwar's Mehsána	59	93	8,289	89	93	8,450	91	2,85,903	3,57,450	71,547	...
Kolhápur	67	29	2,043	70	29	3,459	119	1,00,783	1,14,861	14,078	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	10,377	144	72	4,150	58	2,53,470	2,49,038	...	4,432
TOTAL	107	979	1,39,326	142	1,010	1,28,618	127	54,94,245	59,75,806	4,81,561	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	49,997	150	334	46,675	140	17,74,802	20,39,491	2,64,689	...
Jetalsar-Rájkot	...	...	...	...	46	2,744	60	...	(*k*) 1,40,753	1,40,753	...
Jodhpur-Bickaneer	60	364	18,665	51	364	27,000	74	9,19,739	9,97,341	77,602	...
Special gauge—											
Morvi	65	94	5,304	56	94	6,601	70	3,17,303	3,29,343	12,040	...
TOTAL	80	792	73,966	93	838	83,020	99	30,11,844	35,06,928	4,95,084	...
GRAND TOTAL	251	17,933	47,58,120	265	18,381	52,63,941	286	23,11,59,921	24,25,69,400	1,14,09,479	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*d*) Total earnings from 8th November 1893 to 31st March 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Total earnings of the Bezwáda-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*h*) Total earnings of the Bezwáda-Godávari section from the 1st April 1893 and of the Godávari-Vizianagram section and the Cocanada and Vizagapatam branches from the date of opening, *viz.*, 15th July 1893.
(*i*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April 1893 to 31st March 1894.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 12th April, 1894.*

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SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 9	12 0	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 12	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	14 3
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 1	11 3	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 7	14 7
Bassein	...	...	...	...	14 6	15 3	16 15	16 15	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	12 12	12 12	13 13	13 13	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	13 9	13 9	13 9	13 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	14 5	12 14	18 15	16 7	...	...	...	...	...	...	...	...	13 3	14 14	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	16 2	16 2	18 9	18 9	...	...	...	...	...	...	...	...	12 6	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	16 2	22 5	...	...	12 12	12 12	17 4	19 11	...	...	...	...	...	...	...	...	16 0	16 0	22 9	...	13 14	8 10	245 0	245 0	11 9	12 14
Upper Burma—																										
Mandalay	*	25 14	...	...	12 0	13 8	13 13	14 12	28 7	28 7	...	...	...	...	...	...	12 5	12 13	27 12	27 12	10 3	10 0	82 0	82 0	16 0	16 0
Bamo	...	...	...	...	7 10	7 10	9 6	9 6	...	...	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	10 10	9 10	12 12	12 0	37 0	35 9	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	11 15	14 3
Meiktila	...	...	...	...	15 3	15 3	16 4	16 4	...	...	...	...	...	...	...	...	18 4	18 4	35 2	35 2	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	15 7	16 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	19 12	18 10
Kyaukpyu	...	...	...	...	11 7	10 6	12 11	11 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	16 8	16 8
Akyab	...	...	...	...	12 8	12 0	15 8	15 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	220 0	240 0	13 0	12 8
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 5	8 12	9 2	9 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	...	...	9 8	9 8
Cachar	8 0	7 12	...	...	6 8	6 8	9 0	9 8	...	...	...	...	...	...	...	...	14 0	13 4	...	...	...	...	80 0	80 0	8 0	8 0
Khási and Jaintia Hills	6 0	6 0	...	...	4 0	4 0	5 8	5 8	...	...	...	...	...	...	...	...	7 8	7 8	10 0	10 0	...	...	80 0	80 0	5 8	6 8
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	16 0	16 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	100 0	100 0	10 0	9 8
Kámrúp	8 8	8 8	...	...	8 0	8 0	13 0	11 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	9 0	9 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	...	...	10 0	10 0
Nowgong	...	...	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 8	8 8
Sibságar	...	...	...	...	8 8	10 0	12 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	7 12	8 0	...	...	6 4	6 4	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10	...	...	130 0	140 0	9 8	9 8
Bengal—																										
Eastern Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	4 8	4 0	...	5 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	8 6	...	11 0	12 0	...	...	...	...	...	...	...	...	16 0	...	...	...	11 4	...	80 0	80 0	10 0	10 0
Noakhali	...	...	...	...	9 4	10 0	11 0	11 4	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	...	...	8 0	8 0
Chittagong	11 0	11 4	...	...	10 0	11 8	11 14	13 0	...	...	...	...	...	...	...	...	12 8	13 0	...	...	...	...	80 0	80 0	10 0	10 0
Tippera	10 0	9 8	...	...	9 0	9 8	10 8	11 4	...	...	...	...	...	...	...	...	14 0	16 0	...	...	8 0	10 8	...	...	8 0	10 0
Dacca	12 0	12 0	...	...	8 8	8 8	12 0	10 8	...	...	...	...	...	...	...	...	17 0	17 0	...	...	20 0	20 0	120 0	120 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	100 0	100 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	10 8	10 0	13 0	11 4	...	...	...	...	...	...	8 0	8 0	11 0	12 8	...	...	12 0	9 8	160 0	160 0	10 8	10 8
24-Parganas	13 0	13 8	18 0	17 0	8 0	8 0	13 0	13 0	16 0	16 0	...	...	...	...	...	...	20 0	20 0	16 0	16 0	17 0	17 8	100 0	100 0	10 4	10 4
Midnapore	11 0	11 0	...	...	10 2	10 2	15 10	15 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 8	18 8	200 0	200 0	10 4	10 4
Howrah	...	...	...	...	10 0	11 4	12 0	12 8	...	...	...	...	...	...	...	...	...	...	...	...	11 5	11 10	105 0	105 0	10 0	10 0
Calcutta	13 5	13 0	16 9	16 0	7 9	7 8	10 2	10 0	20 0	20 0	15 9	15 12	...	...	7 12	8 0	16 6	15 0	21 0	21 0	18 13	19 6	94 0	94 0	11 3	11 0
Hooghly	14 6	14 5	20 8	20 8	8 4	8 4	11 8	11 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	12 8 and 18 4	12 8 and 18 4	160 0	160 0	10 0	10 0
Nadia (Krishnagar)	16 12	19 6	24 6	...	8 0	8 0	13 1	12 12	...	...	...	...	...	...	...	...	22 13½	22 13½	...	...	17 12½	18 8	128 0	128 0	10 5	9 1
Jessore	12 0	10 4	...	...	10 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 4	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Faridpur	17 0	16 0	16 0	16 0	7 8	7 8	12 0	11 8	...	...	...	...	...	...	...	...	10 0	11 0	...	...	...	...	200 0	200 0	9 8	9 0
Central—																										
Bankura	16 4	16 4	...	...	12 10	12 10	16 4	16 1	...	...	...	...	...	...	...	...	17 8	17 8	...	...	13 0	13 0	320 0	320 0	10 2	10 2
Burdwan	15 0	13 0	...	...	12 4	12 4	15 12	15 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	20 0	18 0	80 0	80 0	10 8	10 8
Birbhum	9 12	9 12	...	...	12 0	12 0	15 12	15 12	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	13 8	200 0	200 0	11 0	11 0
Murshidabad	15 0	15 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Santhal Parganas	12 8	12 8	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	21 0	21 0	19 0	19 0	140 0	130 0	10 0	10 0
Pabna	18 12	18 0	22 8	22 8	6 0	6 0	12 6	12 8	...	...	...	...	...	...	...	...	16 0	17 0	...	...	20 0	20 10	200 0	200 0	9 12	9 12
Bogra	15 12	13 8	...	...	9 12	9 12	12 12	13 8	...	...	...	...	...	...	...	...	16 14	15 0	...	...	...	...	90 0	90 0	9 0	9 0
Rajshahi	13 8	16 8	30 0	22 8	10 8	12 0	13 2	13 8	...	...	...	...	...	...	...	...	24 0	24 0	...	...	21 3	21 3	240 0	240 0	9 0	9 0
Malda	16 0	17 0	...	...	10 0	10 0	15 0	15 0	...	...	16 0	16 0	...	...	13 0	13 0	16 0	14 0	25 0	24 0	13 0	13 0	100 0	120 0	9 0	9 0
Northern—																										
Rangpur	13 0	13 0	...	...	9 0	9 0	13 4	13 4	...	...	...	...	...	...	...	...	17 0	17 0	...	...	9 0	9 0	80 0	70 0	9 0	9 0
Dinajpur	12 0	11 0	13 0	...	11 0	10 12	14 8	14 0	...	...	...	...	...	...	...	...	14 12	13 0	...	...	19 0	19 0	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 0	13 8	13 8	9 0	9 0	13 8	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	16 0	10 0	10 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	9 8	9 8
Orissa—																										
Puri	10 8	11 13	...	...	7 14	7 14	17 1	17 4	...	...	...	...	...	...	...	...	15 1	13 11	...	...	17 11	17 11	80 0	80 0	10 10	10 8
Cuttack	14 7	14 7	...	...	10 8	10 8	16 7	16 7	...	...	...	...	...	...	...	...	16 7†	17 12†	...	...	19 0	21 0	80 0	80 0	10 12	9 4
Balasore	14 0	14 0	8 0	8 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	130 0	130 0	10 8	10 8
Chota-Nagpur—																										
Singhbhum	12 0	12 0	...	...	12 0	12 0	14 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	20 0	...	10 8 to 13 0	10 8 to 14 0	14 8 to 16 0	15 8 to 17 0	...	...	...	...	...	...	...	...	17 0	16 0 to 17 0	28 0	28 0	20 0	20 0	...	...	9 2	9 2
Lohardaga	8 0 to 12 0	8 0 to 11 0	18 0 to 20 0	14 0 to 16 0	13 0 to 14 0	13 0 to 14 0	16 0 to 18 0	15 0 to 17 8	...	...	...	...	31 0	31 0	...	...	13 0 to 15 0	14 0 to 15 0	20 0	20 0	10 0 and 17 8	12 0 and 18 8	160 0	160 0	9 0	9 8
Palámau	14 10	13 8	...	...	11 4	11 4	15 3	15 12	...	...	...	...	...	...	...	...	21 15	...	23 10	23 10	18 9	20 4	...	...	8 7	9 0
Hazáribágh	12 0	12 8	14 0	16 0	8 0	8 0	13 0	15 0	...	...	...	...	23 0	24 0	...	...	14 0	16 0	18 0	18 0	14 0	18 0	240 0	240 0	8 0	8 0

* Not sold.

† Kalai.

(*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1894 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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.
Bihár, south—																										
Monghyr	14 11 to 15 12	15 12 to 17 5	21 0	{16 13 to 17 14}	10 8	{10 0 to 12 0}	14 11	{14 11 to 15 12}	...	...	...	...	...	...	13 10	12 10	24 0	{22 0 to 24 2}	22 0	{19 15 to 21 0}	23 1	{16 13 to 21 0}	126 0 to 168 0	126 0 to 168 0	10 8	10 0
Gaya	14 8	13 0	19 4	23 0	10 4	11 0	16 0	15 0	19 0	19 4	15 4	15 4	...	...	14 4	14 4	22 0	22 0	...	...	19 0	21 0	120 0	120 0	9 12	9 12
Patna	17 0 and 18 0	17 0 and 18 0	25 0	22 0	10 0	10 0	15 8	17 0	16 0	20 0	...	...	...	...	20 0	20 0	23 0	23 0	22 0	23 0	25 0	25 0	130 0	130 0	11 0	11 0
Shahabad	13 0	14 0	20 0	...	8 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	20 0	22 0	20 0	18 0	19 0	19 0	140 0	120 0	10 8	10 8
Bihár, north—																										
Purnea	16 0	18 0	...	...	13 0	13 0	15 0	16 0	...	..	...	...	...	...	...	...	25 0	25 0	...	...	16 0	16 0	320 0	320 0	10 0	10 0
Bhágalpur	15 0	16 6	21 7	20 3	12 10	12 10	16 6	16 6	...	...	...	...	...	...	...	...	20 3	20 3	20 3	21 4	16 6	16 6	125 4	126 8	10 0	10 1
Darbhanga	13 3	15 6	24 3	22 0	13 5	13 5	16 8	16 8	...	...	...	...	24 3	23 1	...	...	23 1	23 1	19 12	20 14	24 3	23 1	176 0	176 0	11 0	11 0
Muzaffarpur	13 0	13 0	20 0	20 0	8 0	8 0	14 8	14 1	...	...	...	...	20 0	20 0	...	...	19 8	19 0	19 0	18 8	21 8	21 8	160 0	160 0	11 0	11 0
Saran	14 8	14 0	22 0	20 0	10 0	10 8	14 8	14 8	...	...	...	...	20 0	20 0	16 0	18 0	21 4	22 0	20 8	20 8	24 0	24 8	200 0	200 0	9 12	10 0
Champaran	12 4	13 8	24 0	...	8 8	8 8	15 4	15 8	...	...	...	...	...	21 0	...	...	23 8	21 0	17 10	18 0	22 12	22 0	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	20 0	20 0	8 0	8 0	12 0	12 0	20 0	20 0	19 0	19 0	21 0	21 0	10 0	10 0	20 0	20 0	21 0	21 0	21 0	21 0	80 0	80 0	10 0	10 0
Benáres	16 4½	16 0	21 6½	20 10	8 15	8 15	11 6	11 15	21 11	21 2	19 13½	19 12	...	...	15 9½	15 5	20 5	20 5	23 5	22 8	20 9½	20 5	110 0	110 0	9 4½	9 4½
Ghazipur	14 0	14 8	20 8	22 8	7 12	7 12	12 0	11 4	20 8	18 0	18 0	20 0	...	...	12 8	15 0	20 8	21 0	20 0	21 0	20 0	20 0	160 0	160 0	9 14	9 14
Jaunpur	15 8	15 8	21 0	22 8	7 0	7 0	12 0	12 4	...	...	21 0	21 0	...	...	...	...	21 0	21 0	...	...	22 8	22 8	170 0	170 0	10 0	10 0
Allahabad	14 6	14 8	22 4	21 0	9 0	10 8	13 12	13 14	24 0	24 8	22 0	22 0	...	...	21 0	21 0	25 8	27 0	...	...	21 8	20 8	95 0	90 0	10 0	10 0
Central—																										
Bánda	14 8	13 0	20 0	...	7 8	8 0	13 0	14 0	27 8	28 0	24 0	22 8	...	...	...	...	28 0	27 0	...	...	16 0	16 0	140 0	160 0	9 8	9 8
Fatehpur	15 0	14 12	22 0	21 0	12 0	12 8	14 0	14 8	26 0	26 0	22 0	23 0	...	...	...	...	27 0	25 0	...	...	25 0	25 0	160 0	160 0	9 8	9 8
Hamírpur	15 8	15 12	21 0	19 0	7 8	7 8	11 8	11 8	26 0	26 0	25 0	23 0	...	...	...	...	32 0	30 0	...	...	32 0	34 8	140 0	140 0	10 0	10 0
Jalaun	14 0	14 0	21 0	21 0	9 0	9 0	10 0	10 0	23 0	23 0	20 0	20 0	...	...	16 0	16 0	24 0	24 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	17 8	18 0	28 0	27 0	7 0	7 8	12 0	13 0	24 0	26 0	24 0	25 0	...	...	18 0	19 8	26 0	27 0	24 8	26 0	23 8	25 0	110 0	120 0	11 0	11 8
Etáwah	16 12	16 12	23 4	23 8	5 0	5 0	14 0	14 0	25 12	25 0	24 8	24 4	22 0	24 0	16 0	16 0	26 0	26 0	24 4	24 4	28 0	27 8	140 0	140 0	11 0	11 0
Farukhabad	15 12	15 12	25 0	24 0	5 4	5 4	6 4	6 4	26 12	24 0	28 0	26 12	...	...	...	...	25 4	25 0	...	25 0	26 12	25 0	130 0	130 0	10 0	10 0
Mainpuri	18 8	18 0	26 0	24 4	4 8	4 8	11 0	10 0	25 8	25 0	23 0	22 8	...	...	...	...	27 8	27 0	25 0	25 8	...	27 0	160 0	160 0	27 8	10 4
Etah	18 8	18 8	27 8	26 8	6 0	6 0	11 8	11 8	24 8	24 8	21 8	22 8	20 8	20 8	10 8	10 8	21 8	21 8	27 8	27 8	16 8	16 8	120 0	100 0	10 8	10 0
Western—																										
Jhánsi	14 4	15 4	25 0	24 4	6 12	7 0	12 0	12 4	24 0	24 0	22 0	22 8	...	...	...	...	25 8	23 12	24 0	24 1	27 0	27 0	160 0	160 0	10 0	10 0
Agra	16 0	16 0	28 0	28 0	5 0	5 0	8 0	8 0	27 0	27 0	24 0	24 0	...	...	10 0	10 0	30 0	30 0	27 0	27 0	18 0	16 0	95 0	95 0	11 0	11 0
Muttra	17 0	18 0	30 0	29 0	7 0	7 8	11 8	11 0	32 0	29 0	26 0	23 0	...	...	8 0	8 0	36 0	34 0	...	28 0	28 0	30 0	120 0	120 0	10 8	10 8
Aligarh	19 0	18 0	35 0	28 0	5 4	6 0	11 0	9 0	30 0	27 0	26 0	22 0	...	...	16 8	16 0	36 0	32 0	34 0	34 0	35 0	31 0	150 0	140 0	11 0	11 0
Bulandshahr	20 10	20 8	31 0	29 8	6 0	6 0	10 0	10 0	30 0	30 0	23 0	23 0	...	...	14 0	12 0	33 8	34 8	30 0	30 8	19 0	19 8	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	14 8	14 8	23 0	23 0	10 4	10 4	14 8	14 8	21 0	23 0	21 0	23 0	...	...	...	...	23 0	23 0	23 0	...	20 0	20 0	115 0	115 0	11 0	11 0
Azamgarh	14 12	14 12	20 10	20 10	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	22 2	22 2	...	...	16 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	11 10	11 10	18 0	18 0	9 0	9 0	14 6	14 6	...	...	...	...	21 8	21 8	18 0	18 0	19 5	19 5	18 14	18 14	22 0	22 0	140 0	140 0	9 10	9 10
Basti	13 4	13 4	18 0	18 0	8 8	8 8	28 0½	26 0½	12 0	12 0	15 0	15 0	8 0	8 0	18 0	18 0	18 0	19 0	21 0	21 0	19 0	20 0	160 0	160 0	10 0	10 0
Sháhjahánpur	17 0	16 4	32 0	28 4	8 0	8 0	8 8	8 8	27 0	25 0	26 0	24 4	...	...	28 0	24 0	26 4	25 4	25 0	25 0	22 4	22 4	120 0	120 0	10 4	10 4
Budaun	17 0	17 0	26 0	26 0	7 0	7 0	13 4	13 4	26 0	25 4	25 0	24 8	...	...	10 0	10 0	28 0	27 0	28 0	28 0	22 0	23 0	144 0	144 0	10 12	10 12
Pilibhit	16 11	16 6	30 0	25 0	13 12	12 8	15 0	15 0	25 0	23 12	20 0	20 0	...	...	...	...	25 10	24 6	27 8	27 [illegible]	...	...	135 0	135 0	10 0	10 0

Bareilly	15 4	15 4	22 14	23 7	5 0	5 5	11 8	11 5	23 9	24 1	22 4	20 0	...	...	15 10	16 14	25 12	25 12	24 10	24 10	5 0	19 2	125 0	125 0	9 6	9 6
Moradabad	17 0	16 12	25 0	25 0	6 4	6 4	10 8	10 8	26 4	26 4	21 4	22 0	...	...	14 0	15 0	30 0	28 12	30 0	30 0	1 0	21 0	160 0	160 0	10 0	10 0
Naini Tal	12 0	12 0	20 0	20 0	4 0	4 0	9 0	8 0	30 0	30 0	21 4	21 4	...	...	22 8	22 8	17 8	17 8	30 0	30 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 0	11 0	14 12	15 4	8 12	9 0	9 4	9 8	...	...	...	...	14 0	16 0	18 0	22 0	14 0	14 8	...	...	10 0§	10 0§	160 0	200 0	7 8	7 8
Bijnor	18 9	18 4	33 12	32 1	10 2	11 4	11 4	22 8	24 12	22 8	22 8	...	...	...	...	...	29 4	25 14	22 8	...	18 0	18 0	135 0	135 0	10 2	10 4
Muzaffarnagar	21 8	21 0	35 3	32 0	5 8	5 8	11 0	11 0	27 8	26 6	22 0	22 0	...	...	...	...	31 0	29 10	27 8	26 6	13 3	13 2	132 0	132 0	10 4	11 0
Meerut	18 12	18 12	31 0	29 0	4 8	4 8	12 0	12 0	29 0	28 0	22 8	22 0	12 0	12 0	10 0	10 0	32 0	29 0	28 0	27 0	24 0	25 0	100 0	100 0	10 8	10 8
Saháranpur	20 0	20 0	35 0	33 0	6 0	5 0	9 0	9 8	30 0	30 0	25 0	25 8	30 0	30 0	20 0	16 0	30 0	30 0	31 0	30 0	16 0	16 0	100 0	120 0	10 0	10 0
Dehra Dún	18 0	18 0	28 0	28 0	9 0	9 7	9 8	9 15	25 0	24 0	24 0	24 0	24 0	25 0	...	...	27 0	27 0	25 0	25 0	26 0	24 0	160 0	160 0	10 0	10 0
Garhwál	13 0	16 0	18 0	18 0	7 0	7 0	10 0	10 0	...	...	...	...	23 0	23 0	24 0	28 0	9 0	9 0	...	...	7 0	7 0	160 0	160 0	6 0	5 10
Oudh—																										
Southern—																										
Partabgarh	16 4	16 8	22 8	20 8	10 0	11 0	14 0	14 4	...	21 8	...	20 8	...	...	...	...	23 8	23 8	...	...	16 8	16 8	140 0	140 0	9 15	9 13
Sultanpur	17 8	17 0	23 8	22 8	8 0	8 0	14 0	14 0	22 8	22 0	16 0	16 0	32 0	32 0	18 0	18 0	23 0	21 0	21 0	21 0	24 8	23 8	160 0	160 0	10 0	10 8
Rae-Bareli	17 0	17 0	22 0	20 0	8 0	8 0	15 0	15 0	22 0	22 0	21 0	22 0	24 0	22 0	19 0	20 0	26 0	25 0	22 0	22 0	22 0	22 0	200 0	200 0	10 8	10 8
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	14 0	23 0	23 0	22 0	22 0	...	...	9 0	9 0	25 0	25 0	24 0	24 0	16 0	16 0	160 0	160 0	10 8	10 8
Lucknow	16 0	18 0	25 0	25 0	6 0	6 8	12 8	14 0	23 0	24 0	23 0	24 0	...	...	24 0	24 0	25 0	28 0	23 0	24 0	23 8	23 8	110 0	110 0	10 4	10 4
Hardoi	21 0	17 8	35 0	26 0	6 0	7 0	14 0	14 0	25 0	24 0	26 0	26 0	...	...	...	...	28 0	28 0	32 0	32 0	16 0	16 0	120 0	120 0	10 0	10 4
Northern—																										
Fyzabad	17 4	16 7	25 5	24 3	12 0	12 0	14 0	14 0	28 12	22 8	21 2½	21 13	...	...	13 8	13 8	26 4	25 12	23 6½	23 2½	24 0	24 0	140 0	160 0	10 8	10 8
Barabanki	15 0	15 0	20 0	19 4	7 8	7 12	14 0	14 0	19 8	19 8	19 0	19 0	24 0	24 0	16 0	16 0	25 0	24 8	20 0	20 0	22 0	22 0	120 0	120 0	11 0	11 0
Gonda	15 4	15 0	20 0	20 0	12 0	12 0	14 8	14 8	20 0	20 0	18 0	18 0	...	...	10 0	10 0	23 8	23 0	21 8	21 8	24 8	24 8	200 0	200 0	10 8	10 8
Bahraich	13 0	14 8	23 0	24 0	10 8	10 8	14 0	13 8	25 0	25 0	21 0	22 0	29 0	32 0	10 8	11 0	25 0	24 0	24 0	22 8	26 0	26 0	160 0	160 0	9 8	10 8
Sítapur	17 0	17 0	26 0	26 0	10 0	10 0	12 0	12 0	24 0	24 0	...	...	...	...	26 0	26 0	30 0	30 0	...	...	24 0	24 0	140 0	140 0	10 0	10 0
Kheri	17 8	17 0	28 0	28 0	8 0	8 0	12 0	12 0	26 0	28 0	25 8	...	...	...	...	...	28 0	27 8	26 4	26 8	25 8	25 0	120 0	160 0	10 0	10 4
Rajputana—																										
Eastern—																										
Partábgarh	11 14	13 12	25 0	28 2	10 0	9 6	11 14	11 4	18 12	18 12	13 12	13 12	...	...	...	...	31 4	30 0	...	23 2	25 0	31 4	...	...	14 1	14 2
Bánswara	16 14	17 8		22 8	7 8	8 12	15 0	15 0	22 8	...	...	...	...	...	...	...	35 0	35 0	20 0	18 12	13 8	15 0	...	...	10 0	10 10
Meywar (Oodeypore)	12 8	13 4	34 6	37 8	9 6	10 15	10 15	11 11	31 4	35 15	18 12	19 8	*Nil*	*Nil*	16 6½	17 3	26 9	25 0	31 4	34 6	19 2½	10 2	160 0	160 0	9 6	9 6
Sirohee	14 8	14 8	25 0	25 0	5 8	5 8	6 0	6 0	...	...	15 0	16 0	...	...	...	...	25 0	21 0	22 0	22 0	...	...	160 0	160 0	11 8	11 8
Erinpura	16 5½	16 5½	29 0	24 0	6 0	...	7 0	7 0	24 0	24 0	20 0	20 0	...	...	...	...	28 14	28 14	...	...	...	...	160 0	160 0	11 9	11 9
Ajmere	18 0	15 13	32 0	29 3	5 0	5 0	8 5	8 5	29 0	32 0	25 5	22 11	...	...	15 0	15 0	30 5	29 0	29 13	31 0	...	...	90 0	90 0	12 0	12 0
Abu	14 1½	14 1	21 8	22 8	5 8	5 8	7 4	7 4	17 0	17 5	14 12	15 4	...	...	...	...	18 2	18 8	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	17 8	17 8	32 0	30 0	9 0	9 0	10 0	10 0	33 8	34 8	24 0	23 8	†	†	†	†	31 8	29 4	32 4	33 0	†	†	*	*	12 4	12 4
Boondee	15 0	13 8	40 8	37 8	8 0	7 8	8 8	8 4	31 4	37 8	...	...	...	...	...	...	41 4	45 0	50 0	41 4	...	...	160 0	160 0	9 12	8 12
Kotah	14 0	13 0	27 0	27 0	8 0	7 0	9 0	8 0	28 0	27 0	12 0	13 0	...	...	...	...	35 0	35 0	30 0	30 0	27 0	27 0	240 0	240 0	10 0	9 0
Jhallawar	13 1	13 10	21 14	21 14	7 5½	7 13½	10 14	10 14	23 9	23 13½	13 6	13 6	...	...	14 6½	14 6½	29 13	29 6½	25 7	25 6½	8 14	8 14	175 0	175 0	8 14	8 6
Tonk	16 6	12 8	37 0	32 0	4 8	4 0	9 0	7 0	41 0	36 8	24 12	23 0	...	...	...	...	38 0	32 8	40 0	38 0	...	...	120 0	120 0	10 8	9 4
Jeypore	16 4	16 12	31 0	31 0	5 0	5 0	7 4	7 4	33 8	33 0	23 12	22 8	†	†	17 0	17 0	{29-0 & 31 0}	{30-8 & 31 0}	35 0	32 0	21 8	28 0	95 0	95 0	11 0	11 0
Kerowlee	18 6	15 15	28 12	28 12	9 10½	9 11	10 0	10 0	31 4	30 0	26 4	25 5	...	...	18 12	18 12	31 0	31 4	...	...	37 8	37 8	200 0	200 0	10 0	10 5
Dholpur	17 5½	17 7	29 4	29 4	8 2½	8 2½	10 9½	10 11	29 4	29 7	26 10½	27 9	...	...	16 14	15 12	30 3½	30 3	...	...	33 12	33 12	90 0	90 0	10 15½	10 15
Bhurtpore	19 5	19 0	32 13	31 6½	5 2½	5 2½	5 5½	5 5½	34 0	32 9½	25 0	24 2½	...	...	11 12	11 12	36 5	35 4	28 0	30 0	25 0	25 0	120 0	120 0	10 12	10 6
Ulwur	20 8	20 0	35 12	35 11	6 10½	6 10½	8 14½	8 14½	37 11	37 6	25 10	25 0	...	...	16 0	16 0	38 7	37 4	35 1	36 3	30 10	30 10	120 0	120 0	11 8	11 8
Deoli Cantonment	16 2	15 0	40 15	37 5	4 0	4 0	7 0	7 0	36 12	37 12	29 0	29 0	...	...	...	...	33 0	31 15½	...	...	...	...	190 0	190 0	11 4	11 8
Nusseerabad Cantonment	16 0	16 0	...	...	6 8	6 8	7 0	7 0	28 0	28 0	20 0	20 0	†	†	...	...	32 0	32 0	...	...	23 0	23 0	100 0	100 0	11 8	11 8
Hilly Tracts of Meywar	15 0	15 0	32 0	34 0	...	...	15 0	15 0	...	...	...	...	...	...	...	...	32 0	30 0	26 0	25 0	...	...	‖	‖	11 8	11 8
Bálmer	15 1	15 1	...	...	5 3	5 3	7 8	7 8	...	...	24 12	24 12	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	15 5½	16 2	23 0	23 0	6 1	6 0	8 5	8 8	17 0	17 0	16 0	16 0	...	...	...	...	20 0	20 0	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	15 0	12 0	39 8	38 0	10 4	9 4	10 8	10 4	26 8	30 0	24 8	26 0	...	...	...	...	27 8	28 8	39 4	38 0	...	...	160 0	160 0	11 0	10 12
Western—																										
Jodhpore	16 14 and 18 2	15 0 and 16 14	28 2	27 8	6 4	6 4	7 13	7 8	22 8	22 8	20 10 and 21 14	20 10 and 21 14	...	...	...	...	27 8 and 28 12	26 9 and 26 14	22 8	22 8	11 4	11 4	...	...	12 13	12 13
Jeysulmere	14 0	14 0	...	...	7 0	7 0	10 0	10 0	24 0	24 0	22 0	22 0	...	...	...	...	15 4	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 8	12 8	...	...	3 0	3 0	6 8	6 8	...	...	19 12	20 10	...	...	...	...	24 8	22 0	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 0	14 0	20 0	20 0	8 8	8 8	9 8	9 8	24 0	24 0	19 0	19 0	...	...	...	...	...	24 0	28 0	28 0	19 8	20 0	120 0	120 0	10 0	10 8
Nimach Cantonment	15 8	15 0	...	...	8 0	8 0	13 0	12 0	30 0	27 0	18 0	18 0	†	†	...	...	29 8	27 8	...	...	26 0	25 0	160 0	160 0	11 8	11 8
Goona	14 0	15 0	20 0	20 0	8 0	7 8	9 0	8 8	22 0	20 0	...	...	...	...	...	...	26 0	25 0	22 0	20 0	...	...	200 0	200 0	9 8	9 8
Gwalior	14 0	15 6½	23 6	22 5	5 5	5 5	8 8	8 8	24 7	24 2½	24 7	23 14½	...	...	13 13	12 12	19 10½	19 10½	21 4	21 4	18 1	18 1	191 0	191 4	10 6	10 14½

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	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	24 0	22 0	54 0	50 0	...	...	11 0	12 0	38 0	40 0	30 0	30 0	†	†	†	†	45 0	44 0	†	†	†	†	100 0	100 0	10 0	10 0
Ferozepore	25 0	26 0	53 0	51 0	...	...	9 0	10 0	35 0	35 0	27 0	27 0	‡	‡	23 0	23 0	42 0	43 0	43 0	39 0	11 0	11 0	100 0	100 0	12 12	12 8
Montgomery	23 0	23 0	36 0	36 0	...	...	11 0	11 0	34 0	33 0	25 0	25 0	‡	†	35 0	35 0	36 0	37 0	34 0	34 0	12 0	12 0	220 0	220 0	12 12	12 12
Central—																										
Gurgáon	24 0	23 0	38 0	39 0	...	...	8 0	9 0	35 0	35 0	25 0	26 0	†	†	†	†	35 0	36 0	24 0	24 0	25 0	25 0	120 0	120 0	10 0	10 8
Delhi	22 0	21 0	37 0	37 0	...	...	12 0	12 0	30 0	34 0	25 0	24 0	†	†	11 0	11 0	32 0	34 0	30 0	28 0	25 0	26 0	70 0	70 0	10 0	10 0
Rohtak	24 0	22 0	35 0	35 0	...	...	12 0	12 0	33 0	32 0	25 0	24 0	†	†	12 0	12 0	35 0	35 0	25 0	25 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnál	22 0	21 0	40 0	30 0	...	...	10 0	10 0	34 0	30 0	22 0	25 0	30 0	30 0	16 0	16 0	35 0	34 0	40 0	30 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	24 0	25 0	45 0	39 0	...	...	9 0	11 0	32 0	36 0	24 0	23 0	‡	‡	24 0	24 0	36 0	37 0	37 0	35 0	11 0	11 0	80 0	80 0	12 0	12 0
Sub-montane—																										
Umballa	26 0	25 0	40 0	36 0	...	...	11 0	11 0	38 0	35 0	23 0	23 0	‡	‡	8 0	8 0	41 0	38 0	42 0	39 0	‡	‡	120 0	120 0	12 12	12 12
Ludhiána	28 0	26 0	50 0	50 0	...	...	13 0	12 0	40 0	40 0	23 0	23 0	‡	‡	20 0	20 0	46 0	44 0	46 0	42 0	15 0	14 0	100 0	100 0	13 0	12 0
Jullundur	28 0	28 0	48 0	48 0	...	...	10 0	10 0	32 0	32 0	22 0	25 0	‡	‡	19 0	19 0	37 0	38 0	42 0	42 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	26 0	27 0	33 0	33 0	...	...	10 0	10 0	33 0	37 0	22 0	22 0	16 0	16 0	20 0	20 0	32 0	38 0	37 0	37 0	10 0	10 0	110 0	110 0	12 4	12 4
Gurdáspur	28 0	28 0	40 0	40 0	...	...	14 0	14 0	32 0	32 0	26 0	26 0	26 0	26 0	16 0	16 0	34 0	35 0	36 0	35 0	‡	‡	120 0	100 0	12 0	12 0
Amritsar	28 0	26 0	44 0	44 0	...	...	10 0	10 0	31 0	34 0	20 0	21 0	†	†	21 0	21 0	35 0	36 0	36 0	35 0	‡	‡	90 0	90 0	12 0	12 0
Hills—																										
Simla	18 0	19 0	21 0	22 0	...	...	9 0	9 0	22 0	24 0	15 0	15 0	19 0	19 0	12 0	12 0	24 0	24 0	23 0	25 0	10 0	10 0	90 0	90 0	9 8	9 8
Kángra	15 0	15 0	20 0	18 0	...	...	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	6 0	6 0	21 0	20 0	19 0	15 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	22 0	22 0	40 0	40 0	...	...	13 0	13 0	32 0	33 0	‡	‡	‡	‡	‡	‡	33 0	34 0	30 0	31 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	23 0	22 0	41 0	41 0	...	...	13 0	12 0	33 0	33 0	24 0	24 0	‡	‡	16 0	16 0	33 0	39 0	31 0	32 0	‡	‡	90 0	90 0	13 0	12 8
Gujrát	24 0	24 0	33 0	33 0	...	...	12 0	12 0	28 0	28 0	25 0	25 0	‡	‡	10 0	10 0	32 0	32 0	28 0	28 0	‡	‡	110 0	110 0	13 0	13 0
Jhelum	26 0	26 0	50 0	50 0	...	...	13 0	13 0	34 0	34 0	30 0	30 0	‡	‡	12 0	*	34 0	34 0	33 0	32 0	11 0	‡	140 0	120 0	13 0	13 0
Ráwalpindi	23 0	23 0	34 0	36 0	...	...	8 0	8 0	30 0	29 0	26 0	25 0	‡	‡	20 0	20 0	31 0	31 0	30 0	29 0	‡	‡	70 0	70 0	13 8	13 8
Hazára	18 0	18 0	26 0	26 0	...	...	11 0	11 0	‡	‡	20 0	20 0	‡	‡	‡	‡	24 0	24 0	23 0	23 0	†	†	90 0	90 0	11 0	11 0
Pesháwar	20 0	21 0	39 0	40 0	...	...	9 0	9 0	29 0	29 0	21 0	22 0	‡	‡	18 0	18 0	29 0	29 0	29 0	30 0	28 0	28 0	92 0	92 0	43 0	44 0
Kohát	23 0	22 0	50 0	46 0	...	...	12 0	12 0	23 0	23 0	30 0	30 0	‡	‡	20 0	20 0	34 0	36 0	33 0	32 0	‡	‡	260 0	300 0	50 0	50 0
Western—																										
Sháhpur	28 0	28 0	40 0	40 0	...	...	9 0	9 0	32 0	30 0	36 0	36 0	24 0	24 0	24 0	24 0	46 0	42 0	24 0	24 0	†	†	160 0	160 0	13 0	13 0
Jhang	24 0	24 0	40 0	42 0	...	...	10 0	10 0	40 0	38 0	32 0	32 0	32 0	31 0	35 0	30 0	40 0	38 0	32 0	34 0	10 0	10 0	160 0	160 0	12 0	12 0
Mooltan	20 0	20 0	32 0	30 0	...	...	12 0	12 0	30 0	28 0	23 0	25 0	†	†	11 0	11 0	30 0	29 0	30 0	29 0	†	†	90 0	80 0	12 0	12 4
Bannu	33 0	32 0	54 0	56 0	...	...	12 0	11 0	40 0	40 0	38 0	38 0	7 0	7 0	7 0	7 0	56 0	52 0	47 0	47 0	14 0	15 0	90 0	90 0	50 0	50 0
D. I. Khan	28 0	29 0	50 0	50 0	...	...	8 0	9 0	34 0	39 0	33 0	31 0	‡	‡	4 0	4 0	44 0	40 0	18 0	18 0	13 0	14 0	120 0	120 0	43 0	42 0
Muzaffargarh	23 0	24 0	35 0	35 0	...	...	14 0	14 0	22 0	22 0	26 0	26 0	‡	‡	‡	‡	28 0	28 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	20 0	20 0	30 0	30 0	...	...	6 0	6 0	31 0	34 0	25 0	28 0	20 0	20 0	18 0	18 0	26 0	28 0	15 0	15 0	†	†	100 0	100 0	27 10	27 8
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	9 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	‡	‡	...	...	20 0	20 0	...	...	9 0 and 11 0	9 0 and 11 0	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	7 8	7 8	9 8	9 8	19 0	19 0	17 0	17 8	‡	‡	...	...	20 0	20 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	13 0	13 8	...	...	13 0	13 8	16 0	16 8	...	...	18 0	21 12	‡	‡	...	...	8 12	7 15	...	...	...	...	116 6	112 0	12 0	12 0
Sukkur (Shikárpur)	19 8	19 8	...	...	8 0	8 0	10 0	10 0	24 0	24 0	21 0	21 0	‡	‡	...	...	25 0	24 8	...	...	...	...	160 0	160 0	12 0	12 0
Upper Sind Frontier	17 0	17 0	...	...	9 0	9 0	10 0	10 0	24 0	24 0	21 0	21 0	‡	‡	...	...	24 0	24 0	...	...	...	...	160 0	160 0	10 0	10 0
Quetta	14 0	13 0	24 0	23 8	4 12	5 0	9 0	9 0	29 8	30 0	16 0	18 0	‡	‡	6 0	8 0	20 0	20 0	24 0	23 8	*	10 0	55 10	60 15 and 71 2	9 4	9 4
Bombay—																										
Konkan—																										
Karwar (Kánara)	9 4	8 5	...	...	10 2	10 2	12 2	12 2	15 3	15 3	13 2	13 2	18 0	18 0	...	...	12 8	11 9	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	9 7	9 7	...	...	10 14	10 14	11 6	11 6	14 7	14 7	14 9	15 14	14 2	*	13 14	13 14	...	...	*	*	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	...	*	11 4	11 14	...	...	...	...	...	*	112 0	99 9	12 12	12 12
Bombay	11 1	10 6	...	...	5 12	5 12	7 13	7 13	13 8	13 8	14 9	13 15	12 6	12 6	15 0	13 12	...	...	16 0	16 0	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	12 12	12 12	...	...	12 0	10 3	13 14	11 2	*	*	15 5	15 5	*	*	*	*	...	...	16 0	16 0	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	15 13	14 15	...	...	9 14	10 6	10 13	11 5	20 4	20 4	22 8	22 8	*	*	...	...	16 8	16 8	...	...	20 6	19 8	100 0	100 0	11 4	10 14
Belgaum	16 11	16 11	...	...	10 3	10 3	10 1	10 1	19 11	20 4	20 8	20 8	24 0	24 0	...	...	16 4	17 10	...	...	18 2	17 10	86 15	92 7	11 0	11 8
Satara	18 0	12 5	...	...	8 14	8 14	10 2	10 2	18 0	18 0	16 0	16 0	*	*	...	...	15 1	15 1	...	...	15 3	15 14	114 0	114 0	12 10	12 10
Sholapur	13 15	13 15	...	...	8 2	8 2	11 11	11 13	21 7	23 4	19 11	19 11	*	*	...	...	20 11	20 11	...	...	19 3	18 4	85 5	85 5	11 10	11 10
Bijápur	15 1	15 1	...	...	6 15	6 15	11 6	11 6	25 3	25 3	21 2	21 2	...	...	...	...	19 11	19 11	...	...	20 1	20 1	80 0	80 0	11 6	11 6
Poona	12 13	12 13	...	...	9 11	9 11	10 13	10 13	18 13	18 13	16 2	16 2	14 13	14 13	...	...	16 11	16 11	...	...	20 13	22 1	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	15 15	15 15	...	...	8 13	10 5	10 9	12 1	22 0	23 6	16 1	19 0	*	*	...	...	19 7	19 7	...	...	22 2	20 10	91 7	85 0	12 6	12 6
Násik	15 12	15 0	...	...	8 14	8 14	11 10	11 10	...	...	15 9	15 9	18 6	18 6	...	...	18 7	18 7	...	...	...	...	116 6	128 0	12 0	12 0
Dhulia (Khandesh)	16 10	16 10	...	...	6 8	6 8	10 6	10 6	21 9	21 9	17 7	17 7	*	*	...	...	16 8	16 9	...	...	*	*	80 0	80 0	10 9	10 9
Guserat—																										
Surat	12 8	12 8	...	...	7 6	7 6	8 5	8 5	18 0	18 0	14 0	14 8	*	*	...	...	15 12	15 4	...	...	15 12	14 13	84 4	84 4	12 0	12 0
Broach	14 8	15 0	...	...	6 12	6 12	10 0	10 0	20 0	19 0	17 0	16 0	*	*	...	...	20 0	21 0	...	...	20 0	20 0	100 0	100 0	13 4	13 4
Kaira	15 8	13 0	...	...	9 0	8 0	14 0	13 8	16 0	16 0	16 0	14 8	20 0	19 8	...	...	22 0	21 0	...	...	21 0	*	106 11	106 11	13 0	13 0
Baroda (Camp)	11 0	11 0	...	...	7 0	7 0	9 0	9 0	16 0	16 0	14 8	14 8	18 0	*	...	...	16 0	16 0	...	...	...	*	91 7	91 7	11 0	11 0
Ahmadabad	14 8	14 0	...	...	11 8	11 0	12 8	12 8	26 0	27 0	18 8	18 8	28 0	28 0	...	...	24 0	23 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	14 0	14 0	...	...	10 0	10 0	12 0	12 0	...	...	20 0	18 0	20 0	20 0	...	...	25 0	25 0	...	...	19 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 0	14 8	...	...	8 0	8 0	10 0	10 0	20 0	20 0	18 0	18 0	*	*	...	...	21 0	21 0	...	...	*	*	140 0	140 0	11 0	11 0
Kattywar—																										
Rájkot	14 15	14 15	...	...	6 0	6 0	7 0	7 0	18 8	18 8	14 13	14 13	*	*	...	...	22 4	22 4	...	...	*	*	80 0	80 0	70 2	70 2
Central Provinces—																										
Western—																										
Nimar	17 1	16 0	...	...	6 12	6 12	12 7	12 7	24 13	24 13	...	...	...	*	...	...	20 10	20 10	...	...	13 7	13 7	100 0	100 0	11 6	11 5
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	21 0	21 0	21 0	21 0	...	...	24 0	24 0	...	...	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	16 6	17 10	...	...	8 1	8 1	11 14	11 14	26 15	26 15	...	...	...	...	22 11	28 12	...	...	18 0	18 0	160 0	160 0	9 8	9 8
Betúl	20 9	20 9	...	...	...	...	10 13	10 13	27 7	27 7	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2	9 2	9 2
Chhindwára	16 14	16 14	...	...	7 4	7 4	11 7	11 7	28 14	28 14	...	...	...	...	25 5	25 5	...	...	12 0	12 0	160 0	160 0	9 2	9 2	9 2	9 2
Nágpur	18 2	18 12	...	...	10 0	10 0	12 8	12 8	21 14	22 3	...	...	...	...	20 0	20 0	...	...	13 12	13 12	125 0	125 0	10 4	10 4	10 4	10 4
Wardha	17 12	16 0	...	...	8 0	7 4	10 0	10 0	20 0	20 0	...	...	...	...	20 0	17 12	...	...	14 9	14 9	120 0	120 0	10 10	10 10	10 10	10 10
Central—																										
Narsinghpur	16 0	18 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	27 2	28 0	...	...	24 0	24 0	120 0	120 0	9 2	9 2
Saugor	14 9	14 9	...	...	9 13	9 13	11 1	11 1	25 15	25 15	...	...	...	...	...	...	22 8	22 8	...	...	19 12	19 12	160 0	160 0	9 2	9 2
Damoh	12 12	13 10	...	...	10 0	10 0	10 0	11 0	17 3	20 0	...	...	...	...	18 0	18 0	...	...	10 12	10 12	160 0	160 0	9 2	9 2	9 2	9 2
Jubbulpore	14 12	15 0	...	...	10 8	11 0	14 0	14 8	22 0	24 0	...	...	...	...	24 0	24 4	...	...	14 0	14 0	120 0	120 0	9 4	9 4	9 4	9 4
Baghalkhand (Sutna)	14 4	14 6	22 8	22 8	8 0	8 0	14 9	14 0	23 0	23 9	20 0	20 0	...	...	...	...	22 8	22 8	24 0	24 0	21 0	21 0	160 0	160 0	9 12	9 12
Mandla	18 8	18 0	...	...	14 0	13 0	17 9	15 0	...	...	...	...	...	...	8 0	8 0	32 0	24 0	...	...	13 0	13 0	160 0	160 0	9 12	9 12
Seoni	24 14	24 14	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	24 14	24 14	...	...	23 0	24 0	200 0	200 0	9 0	9 0
Wáingbát	17 13	16 0	...	...	11 4	11 0	15 0	20 0	...	...	...	...	...	...	...	...	21 0	11 0	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bhandára	17 8	18 12	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	18 12	18 12	...	...	11 0	11 0	125 0	125 0	8 0	8 0
Chánda	16 9	16 9	...	...	...	...	13 13	13 13	16 4	16 4	...	...	...	...	...	...	16 10	16 10	...	...	11 11	11 11	200 0	200 0	9 8	9 8
																							320 0	320 0	10 15	10 15
Eastern—																										
Bilaspur	26 10	24 10	...	...	16 15	16 14	20 1	20 1	...	...	...	...	...	...	...	...	21 2	21 2	...	...	10 14	10 14	120 0	120 0	8 0	8 0
Raipur	26 9	26 9	...	...	12 7	11 6	18 4	18 4	...	...	...	...	...	...	...	...	21 4	18 10	...	...	15 5	11 13	90 0	90 0	9 0	9 0
Sambalpur	20 2	21 0	...	...	12 4	12 4	17 8	16 11	...	...	...	...	...	...	...	...	17 4	18 0	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	17 0	16 0	...	...	7 0	7 0	10 0	10 0	20 0	20 0	18 0	18 0	...	...	...	...	20 0	22 0	...	...	12 0	13 0	182 0	182 0	10 0	10 0
Básim	14 0	13 10	...	...	7 0	7 0	9 10	9 10	18 10	18 10	15 0	15 0	...	...	...	...	16 2	14 5	...	...	13 0	12 5	78 0	78 0	8 5	8 10
Akola	15 0	13 0	...	...	7 0	6 8	9 0	9 0	18 0	19 0	17 0	17 0	...	...	...	...	19 0	18 0	...	...	12 0	12 0	96 0	96 0	11 0	11 8
Ellichpur	14 8	14 0	...	...	6 0	8 0	8 0	8 0	18 0	19 8	15 0	15 0	...	...	...	...	17 0	19 0	...	...	16 0	17 0	120 0	120 0	10 0	10 0
Amraoti	15 8	15 0	...	...	8 4	7 12	9 8	10 0	18 0	19 0	14 8	16 12	...	...	...	...	17 4	17 8	...	...	11 12	13 8	86 0	86 0	10 0	10 0
Wún	14 0	13 0	...	...	6 0	6 0	7 0	7 0	19 0	19 0	11 0	11 0	...	...	...	...	15 0	14 0	...	...	20 0	20 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	11 4	11 4	*	*	6 13	6 13	10 14	10 14	13 3	13 3	17 12	17 12	24 14	24 14	*	*	12 15	12 15	*	*	17 12	17 12	85 0	85 0	8 12	8 12
Bolárum	11 11	11 1	*	*	7 0	7 0	10 6	10 8	16 12	14 8	*	*	*	*	14 7	14 1	*	*	*	*	*	*	110 14	110 14	9 2	9 2
Chadarghat	10 0	9 8	*	*	10 0	9 0	12 8	12 8	17 0	16 0	21 0	20 0	*	*	15 8	15 0	*	*	*	*	*	*	120 0	120 0	9 4	9 4

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1894—*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.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
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	8 10	8 10	...	...	10 14	10 14	11 5	11 5	*	*	*	*	19 11	19 11	...	...	...	...	...	...	...	...	136 2	136 2	12 10	12 10
S. Canara	8 8	8 8	...	...	10 10	10 10	12 0	12 0	*	*	*	*	19 5	19 5	...	...	...	...	...	...	...	...	121 8	121 8	14 3	14 3
South, central—																										
Coimbatore	11 8	11 8	...	...	11 11	10 13	12 11	11 13	19 2	17 0	19 2	19 2	19 11	19 11	...	...	...	...	...	...	...	...	131 3	131 3	12 11	13 11
Nilgiris	7 13	7 13	...	...	8 0	8 0	8 13	8 10	16 14	16 14	14 0	15 6	16 10	16 10	...	...	...	...	...	...	...	...	274 3	274 3	11 0	10 2
Salem	9 6	7 11	...	...	10 5	9 13	13 3	12 3	22 5	18 11	19 11	17 3	22 3	20 8	...	...	...	...	...	...	...	...	145 13	145 13	13 8	13 8
Central—																										
Bellary	11 8	11 8	...	...	10 3	9 10	10 13	10 5	23 3	21 10	21 10	20 11	23 5	23 5	...	...	...	...	...	...	...	...	85 2	72 14	11 14	11 14
Anantapur	8 10	8 8	...	...	11 13	12 5	12 6	13 0	21 10	21 10	22 10	22 10	22 5	22 5	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Cuddapah	11 0	10 5	...	...	10 5	9 14	12 6	12 0	17 0	17 0	*	20 5	20 3	19 14	...	...	...	...	...	...	...	...	140 0	140 0	12 3	12 3
Kurnool	10 13	9 8	...	...	10 11	10 11	11 6	11 6	24 5	22 10	20 10	20 10	*	*	...	...	...	...	...	...	...	...	170 2	170 2	11 11	11 11
East Coast, north—																										
Ganjam	*	*	...	...	10 11	10 11	11 10	11 10	*	*	*	*	21 10	21 10	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatam	12 0	12 0	...	...	8 14	8 14	10 3	10 3	20 8	21 10	22 13	23 13	23 3	22 3	...	...	...	...	...	...	...	...	97 3	97 3	11 11	11 11
Godávari	10 13	9 0	...	...	9 6	8 14	13 0	13 0	15 6	15 6	24 10	24 10	25 8	25 8	...	...	...	...	...	...	...	...	133 11	133 11	12 8	12 8
East Coast, central—																										
Kistna	9 14	8 14	...	...	10 14	11 8	11 10	12 10	17 13	14 3	*	*	29 13	29 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	9 10	9 10	...	...	11 2	11 2	14 13	13 13	20 10	18 8	*	16 14	21 2	25 0	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	11 6	9 5	...	...	10 8	10 8	11 5	11 5	16 10	15 2	18 3	13 3	19 13	17 13	...	...	...	...	...	...	...	...	104 8	105 14	12 11	13 2
Chingleput	*	*	...	...	9 0	9 0	10 14	10 10	*	*	12 8	12 8	18 13	19 3	...	...	...	...	...	...	...	...	108 14	108 14	13 3	13 3
N. Arcot	7 11	7 2	...	...	9 6	10 5	11 5	11 5	18 3	18 3	16 8	14 14	20 8	20 8	...	...	...	...	...	...	...	...	160 13	160 13	12 5	12 5
S. Arcot	7 0	7 0	...	...	11 11	10 13	14 0	13 2	13 6	14 5	16 14	18 8	17 8	19 2	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 2	6 10	...	...	14 8	14 14	15 0	15 8	*	*	14 8	14 8	21 14	21 14	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 10	...	...	13 0	13 5	13 6	13 13	16 8	16 8	20 5	20 5	21 0	21 0	...	...	...	...	...	...	...	...	143 6	143 6	12 3	13 0
Southern—																										
Tinnevelly	9 3	9 3	...	...	11 2	10 5	12 6	11 3	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	13 14	13 14
Madura	8 8	8 8	...	...	11 5	10 8	11 13	11 6	15 6	19 6	14 11	14 11	20 3	23 3	...	...	...	...	...	...	...	...	97 3	97 3	13 10	13 10
Mysore—																										
Mysore	8 8	8 8	8 4	8 8	8 4	8 0	10 8	10 8	24 0	24 0	23 0	16 0	24 0	22 0	16 0	20 0	13 0	9 8	...	...	14 8	14 8	96 0	96 0	10 4	10 0
Bangalore	10 2	10 8	9 8	9 0	8 0	7 8	8 8	8 0	23 6	24 0	...	...	26 3	25 3	...	...	14 0	12 8	...	...	14 11	15 8	96 0	96 0	10 0	10 0
Kolar	8 12	8 12	7 0	7 0	10 8	10 8	12 0	12 4	20 0	20 0	18 0	18 0	26 0	26 0	18 0	18 0	10 0	10 0	13 0	13 0	14 8	14 8	150 0	150 0	10 0	9 8
Tumkúr	12 0	12 8	9 0	9 0	9 0	9 0	10 0	10 0	22 0	25 0	32 0	28 0	32 0	28 0	32 0	28 0	14 0	14 0	...	...	16 0	15 0	224 0	224 0	10 0	10 8
Hassan	...	...	8 8	10 0	9 0	9 8	10 8	10 0	...	...	...	...	32 0	36 0	...	...	11 8	14 0	...	...	13 0	13 0	200 0	200 0	9 8	10 0
Kadur	9 0	9 0	10 0	10 0	10 0	10 0	12 0	13 0	...	...	...	...	32 0	28 0	...	...	15 0	14 0	...	...	8 0	8 0	240 0	240 0	9 0	9 0
Shimoga	11 0	10 12	...	...	9 7	9 7	13 10	13 6	27 13	29 6	...	...	35 11	34 10	...	...	15 12	16 4	...	...	17 14	22 1	272 0	320 0	10 8	10 8
Chitaldroog	14 0	14 0	15 0	15 0	11 0	11 0	13 0	13 0	36 0	36 0	28 0	28 *	40 0	40 0	36 0	38 0	15 0	15 0	...	...	20 0	21 0	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	8 0	8 0	7 8	7 8	10 8	10 8	13 8	13 8	...	...	...	...	28 8	30 0	...	...	20 0	20 0	...	...	...	...	110 0	110 0	10 8	10 12
Aden	7 0	8 0	...	...	5 14	6 3	6 9	8 0	10 3	10 3	9 4	9 4	*	*	—	—	9 4	9 4	—	—	*	*	56 0	65 5	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

STEPHEN JACOB,

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the twelve months of the official year 1893-94 and of the twenty-two preceding years.

(IN THOUSANDS OF RUPEES.)

Year.	Bengal. On Imports of Liquors.	Bengal. On other Imports.	Bengal. On Exports.	Bengal. Total Revenue.	Bombay. On Imports of Liquors.	Bombay. On other Imports.	Bombay. On Exports.	Bombay. Total Revenue.	Sindh. On Imports of Liquors.	Sindh. On other Imports.	Sindh. On Exports.	Sindh. Total Revenue.	Madras. On Imports of Liquors.	Madras. On other Imports.	Madras. On Exports.	Madras. Total Revenue.	Burma. On Imports of Liquors.	Burma. On other Imports.	Burma. On Exports.	Burma. Total Revenue.	Total British India. On Imports of Liquors.	Total British India. On other Imports.	Total British India. Total Import Revenue.	Total British India. Export Revenue.	Total British India. Total Revenue.	Year.
	FOR THE TWELVE MONTHS, APRIL TO MARCH.																									
1871-72	10,52	70,95	24,64	1,06,11	6,32	48,75	4,66	59,73	1,10	1,35	2,44	4,89	3,74	12,57	14,31	30,62	1,82	4,60	23,83	30,25	23,50	1,38,22	1,61,72	69,88	2,31,60	1871-72
1872-73	11,95	68,43	27,16	1,07,54	5,87	46,08	3,79	55,74	1,07	1,22	2,02	4,31	4,01	12,55	12,25	28,81	3,01	5,30	35,44	43,75	25,91	1,33,58	1,59,49	80,66	2,40,15	1872-73
1873-74	11,23	65,09	21,19	97,51	6,71	51,69	4,34	62,74	1,30	1,00	1,40	3,70	3,79	14,02	15,20	33,01	3,40	5,49	30,74	39,63	26,43	1,37,29	1,63,72	72,87	2,36,59	1873-74
1874-75	12,10	76,05	19,42	1,07,57	7,59	51,92	5,44	64,95	1,22	1,00	1,72	3,94	3,76	13,22	14,22	31,20	3,86	6,80	26,26	36,92	28,53	1,48,99	1,77,52	67,06	2,44,58	1874-75
1875-76	12,71	72,96	20,94	1,06,61	8,17	50,29	4,43	62,89	1,37	1,02	1,20	3,59	4,81	13,44	11,79	30,04	3,77	5,46	34,03	43,26	30,83	1,43,17	1,74,00	72,39	2,46,39	1875-76
1876-77	13,32	66,58	21,52	1,01,42	8,58	43,93	1,29	53,80	1,49	75	38	2,62	5,55	11,83	6,55	23,93	4,24	5,81	31,39	41,44	33,18	1,28,19	1,62,08	61,13	2,23,21	1876-77
1877-78	14,28	80,86	21,02	1,16,16	8,58	49,56	1,51	59,65	1,87	89	48	3,24	6,00	10,13	2,81	18,94	4,93	6,76	29,32	41,01	35,66	1,48,20	1,83,86	55,14	2,39,00	1877-78
1878-79	13,49	63,09	20,78	97,36	8,54	44,51	2,53	55,58	1,96	59	36	2,91	5,40	9,30	5,14	19,84	6,96	7,21	33,16	47,33	36,35	1,24,70	1,61,05	61,97	2,23,02	1878-79
1879-80	12,47	59,45	15,48	87,40	9,47	40,53	2,57	52,57	3,46	75	38	4,59	5,02	9,17	8,43	22,62	8,31	7,40	37,24	52,95	38,73	1,17,30	1,56,03	64,10	2,20,13	1879-80
1880-81	13,23	59,23	17,27	89,73	9,04	56,07	2,81	67,72	5,04	1,25	26	6,55	5,21	10,43	8,34	23,98	5,37	8,74	42,90	57,01	37,89	1,35,72	1,73,61	71,58	2,45,19	1880-81
1881-82	13,55	47,66	19,41	80,62	10,47	45,19	2,06	57,72	4,01	1,24	51	5,76	5,01	9,20	4,99	19,20	7,53	7,69	47,88	63,10	40,57	1,10,98	1,51,55	74,85	2,26,40	1881-82
1882-83	14,31	17	20,11	34,59	10,49	—96*	2,02	11,55	3,42	5	62	4,09	5,44	8	4,37	9,89	8,18	8	54,44	62,70	41,84	—58*	41,26	81,56	1,22,82	1882-83
1883-84	14,44	45	18,71	33,60	10,97	55	1,81	13,33	3,66	5	60	4,31	4,89	10	6,07	11,06	8,11	13	43,44	51,68	42,07	1,28	43,35	70,63	1,13,98	1883-84
1884-85	12,59	34	15,40	28,33	11,09	52	2,16	13,77	4,02	6	65	4,73	4,84	4	4,68	9,56	7,57	7	34,68	42,32	40,11	1,03	41,14	57,57	98,71	1884-85
1885-86	13,32	23	17,49	31,04	12,08	56	1,59	14,23	4,36	8	97	5,41	5,03	12	3,85	9,00	6,96	8	49,09	56,13	41,75	1,07	42,82	72,99	1,15,81	1885-86
1886-87	14,24	38	15,40	30,02	12,46	57	1,95	14,98	5,38	12	1,00	6,50	6,87	15	5,16	12,18	9,72	17	46,75	56,64	48,67	1,39	50,06	70,26	1,20,32	1886-87
1887-88	13,39	1,03	20,55	34,97	14,65	1,16	2,37	18,18	5,18	8	84	6,10	10,13	17	4,84	15,14	9,08	28	45,89	55,25	52,43	2,72	55,15	74,49	1,29,64	1887-88
1888-89	14,76	6,30	16,24	37,30	14,92	4,50	1,93	21,35	5,32	74	56	6,62	10,43	86	5,39	16,68	8,96	99	36,37	46,32	54,39	13,39	67,78	60,49	1,28,27	1888-89
1889-90	14,86	8,83	15,77	39,46	15,82	4,62	2,44	22,88	5,55	65	78	6,98	10,29	86	6,15	17,30	8,98	2,09	46,74	57,81	55,50	17,05	72,55	71,88	1,44,43	1889-90
1890-91	16,07	9,64	20,19	45,90	17,42	4,93	2,06	24,41	6,26	1,25	85	8,36	10,93	1,20	4,56	16,69	9,09	77	62,89	72,75	59,77	17,79	77,56	90,55	1,68,11	1890-91
1891-92	15,95	10,81	21,41	48,17	17,25	4,63	1,91	23,79	6,33	92	84	8,09	10,37	1,60	3,72	15,69	8,67	77	58,22	67,66	58,57	18,73	77,30	86,10	1,63,40	1891-92
1892-93	16,68	13,29	18,25	48,22	17,48	5,25	2,79	25,52	5,73	1,06	82	7,61	10,39	1,07	4,24	15,70	10,33	1,00	47,33	58,66	60,61	21,67	82,28	73,43	1,55,71	1892-93
1893-94	16,38	18,43	16,98	51,79	18,58	13,75	2,29	34,62	5,80	1,72	62	8,14	9,53	1,81	5,20	16,54	8,82	1,61	40,34	50,77	59,11	37,32	96,43	65,43	1,61,86	1893-94

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*);
Calcutta, 19th April 1894.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 14th, 1894.

General Summary.—The meteorology of the week affords interesting examples of the changes in temperature and consequently of pressure to be expected at this season of the year. The depression in Bengal noticed at the close of the previous week was by the morning of the 8th intensified; doubtless in part by the considerable increase of temperature in that area caused by the westerly winds it produced; but by the morning of the 9th the heavy rain received in Assam (Silchar alone registering 8·70 inches in the previous 48 hours) had commenced to show its effects by lowering the temperature in that part of the country, and thus causing a brisk rise of pressure. The area of greatest defect of pressure was thereby transferred from Assam, where it was on the 8th, eastwards to North Bengal; and easterly winds commenced to blow from the area of comparatively high pressure in Assam into Bengal, carrying cool air with them. The westerly winds which had been prevailing hitherto began to give way in Central Bengal. By next morning temperature had fallen over the whole of Bengal and the barometer had risen briskly; and, though the depression was still visible, it was steadily filling up, and by the morning of the 11th it had disappeared. At the same time temperature in Sind and North-West India, where it had hitherto been in defect, had commenced to rise; and simultaneously with this rise the Sind hot weather depression again made its appearance. On the morning of the 12th temperature in Sind was nearly 4° in excess, and pressure at Jacobabad was ·10 inch in defect. During the next 24 hours temperature rose more rapidly in the Punjab, and the Sind depression was in consequence transferred eastwards, causing duststorms and thunderstorms in Upper India, and giving heavy rain to the greater part of the North Punjab and adjacent hills. These storms in their turn caused a very rapid fall of temperature in the Punjab and Sind, followed by a rapid rise of pressure and the consequent disappearance of the depression, which had completely filled up by the morning of the 14th.

Rain continued to fall during the week in the south of the Peninsula, chiefly during thunderstorms; but the showers were mostly small in amount and not of any great importance. The most important rainfall of the week was in Assam, where Silchar received 19·59 inches during the six days ending at 8 A.M. on the 12th. Frequent duststorms and thunderstorms caused considerable changes of temperature from day to day; but the mean temperature for the week for the whole of India was normal, being only a tenth of a degree in excess.

Daily Summary.—*Sunday.*—Pressure had again fallen over the whole of India. The fall was brisk in Assam, thus intensifying the depression which had formed in North-Eastern India, and transferring its centre eastwards, where pressure was more than a quarter of an inch in defect. Strong winds with a cyclonic tendency continued in Bengal, and temperature continued to rise owing to the westerly winds generated by the disturbance. Humidity decreased from the same cause, and the lowest humidity percentage in India was that day recorded by Chaibassa in Western Bengal, *viz.*, 18 per cent. Rain fell in Cachar and Upper Assam, Silchar receiving the heavy fall of 5·34 inches. Rain was also reported from Ceylon and Southern India, the largest fall being that of 2·33 inches at Colombo.

Monday.—The depression in North-Eastern India had commenced to fill up, though pressure was still two-tenths of an inch below the normal in North Bengal and East Assam. Winds had decreased in strength in Bengal, and humidity had commenced to increase. Temperature had decreased, though it was still above the normal, the highest maximum temperature of the previous day being registered at Chaibassa. The area of lowest humidity was being transferred westwards, and the lowest humidity percentages were registered at

Sutna, Jhansi, and Patna. Rainfall was almost entirely restricted to Upper Assam and Cachar, and Silchar registered another heavy fall of 3·36 inches.

Tuesday.—Pressure continued in defect in Bengal and Assam, but the depression in that area was steadily filling up. Pressure differed but little from the normal in all other parts of India. Winds were weaker and unsteady in the interior of Bengal. Temperature continued to decrease in Bengal, but it had commenced to rise in Upper India, and there was a marked tendency to the establishment of a feeble cyclonic circulation of winds in Sind and Rajputana. Another heavy fall of rain (3·8 inches) was reported from Silchar, and showers fell in Madras and Mysore, Wellington receiving 1·2 inches and Masulipatam 1·15 inches.

Wednesday.—Pressure had again increased over the whole of India, the rise being greatest in the north-east, where the depression of the past few days had completely filled up. There was a still further rise of temperature in North-Western India, while the decrease in North-Eastern India continued. Silchar again registered the heaviest rainfall (3·84 inches), which made a total of 19·09 inches during the past five days. Rain also fell in Upper Burma, the Deccan, and Southern India, but none of the falls were heavy.

Thursday.—A further rise of the barometer in North-Eastern India had raised pressure in that area to excess of the normal, while a rapid increase of temperature in North-Western India had occasioned a decrease of pressure there and the formation of the Sind hot weather depression. Light to moderate showers of rain fell in Eastern Bengal, Cachar, Central Burma, and Mysore.

Friday.—The changes of pressure were unusually irregular. A rapid increase of temperature in the Punjab had caused pressure to give way briskly in that area, and the Sind depression was hence transferred eastwards, and was advancing towards the Punjab Hills. Duststorms and thunderstorms occurred in Upper India, the Deccan, and Southern India. The following falls of rain exceeding half an inch were reported:—Quetta ·90 inch, Mysore ·85 inch, and Akyab ·55 inch.

Saturday.—Pressure had changed irregularly and by large amounts in North-Western India, and the depression of the day before had disappeared after giving thunderstorms and heavy rain to the greater part of the North Punjab and adjacent hills. The rainfall at Cherat amounted to 2 inches, at Murree 1·66 inches, Dera Ismail Khan 1·41 inches, Rawalpindi 1·22 inches, Peshawar 1·13 inches, and Srinagar 1·09 inches. The changes of pressure in the Peninsula and North-Eastern India had led to the formation of a low pressure area in Chota Nagpur and South Bihar. Temperature had in consequence of the rainfall fallen very rapidly in the Punjab, and the mean temperature of that province was 11° lower than on the previous day. It was upwards of 16° lower at the stations of Cherat and Sialkot. Abnormally strong winds prevailed at Murree and Cherat.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	April 1894.							Mean variation of week.
	8th.	9th.	10th.	11th.	12th.	13th.	14th.	
	°	°	°	°	°	°	°	°
Burma	+1·7	+2·4	+1·9	+0·2	+0·7	−2·0	−0·7	+0·6
Bengal and Assam	+3·1	+3·2	+2·5	+1·4	−0·7	−0·7	+0·1	+1·3
North-Western Provinces and Oudh.	+1·0	−2·1	−2·7	−3·1	−2·1	+1·3	+2·3	−0·8
Punjab	−1·7	−3·1	−2·6	−0·7	+2·5	+6·5	−4·6	−0·5
Bombay	−0·6	−2·1	−1·4	−1·1	−0·3	+1·4	−0·4	−0·6
Central Provinces and Berar	+2·7	−0·3	−0·7	−1·8	−2·0	+1·0	+3·4	+0·3
Central India and Gujarat	+1·3	−0·4	−1·8	−1·5	−0·1	+1·2	+1·8	+0·1
Sind and Rajputana	−0·2	−1·5	−2·0	−0·6	+3·2	+3·4	−0·9	+0·2
Madras	+0·4	+2·2	+1·1	−2·4	−0·1	−0·3	−1·4	−0·1
Mean for whole of India	+0·9	−0·2	−0·6	−1·1	+0·1	+1·3	0	+0·1

The mean temperature of the week was practically normal in all provinces, except in Bengal and Assam, where it was slightly in excess. The changes from day to day were, however, in some provinces considerable, especially in the Punjab, where at the close of the week temperature fell 11° in 24 hours. Temperature was most constant in Central India and Gujarat, where the variation from the normal on no day exceeded 1·8°. The mean temperature for the whole of India was exactly normal on the 14th, and was nearly normal on all other days of the week, except on the 11th, when it was slightly in defect, and the 13th, when it was slightly in excess. For the whole week it was also practically normal, being only 0·1° in excess.

Rainfall.—The only division in which heavy rain was received during the week was Assam (Surma), the average rainfall of which for the week was 9·80 inches. This was the only average fall exceeding one inch. Of the remaining thirty divisions which received any rain, the average fall in eight did not exceed one-tenth of an inch, in fourteen others it was less than half an inch, and in the remaining eight the fall varied between half and nine-tenths of an inch. In fourteen divisions the rainfall was in excess of the normal fall for the week, but the excess in all cases, except Assam (Surma), was small, and in only seven was it in excess by more than quarter of an inch.

For the period 4th March to 14th April the rainfall was in excess of the normal in Assam (Surma), Punjab Hill Districts, North-West and West Punjab, Bombay and Malabar Coast Districts, Berar, Central Provinces (West), Madras, and the Central and South Divisions of the Madras East Coast.

The depression lying over North Bengal and Assam at the commencement of the week gave abnormally heavy rain in the Surma Valley, the fall at Silchar amounting to 16·84 inches during the first five days of the week, and at Cherra in the Khasia and Jaintia Hills to 14·04 inches. The rainfall caused by this disturbance was almost entirely restricted to this area, the fall in the contiguous Brahmaputra Valley being comparatively small. The only other noteworthy amounts received during the week are 3·35 inches at Alleppy (Travancore) and 3·07 inches at Alipur (Jalpaiguri).

The Deputy Conservator of Forests, Bushahr Division, Simla, in an interesting report on the snowfall in the Upper Sutlej Valley during the past winter, states that an unusual number of snowstorms occurred between the 1st December and beginning of March, which were in every case ushered in by high westerly winds. The average depth of each fall was about two feet. The accumulation of snow on the higher passes at the end of March was very large. The snowfall at high elevations is considered to have been greater than the very heavy fall of last winter; but at elevations below 7,000 feet the fall was lighter, and did not descend so low as it did last winter.

PROVINCE.	DIVISION.	Rainfall data for week ending April 14th, 1894.			Rainfall data from March 4th to April 14th, 1894.		
		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, March 4th to April 14th.	Excess or defect (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0	0·62	— 0·62	0·85	1·45	— 41
	Lower Burma	0	0·42	— 0·42	0	0·92	— 100
	Central Burma	0·26	0·23	+ 0·03	0·26	0·51	— 49
	Upper Burma	0·32	?	?	0·99	?	?
	Arakan	0·67	0·29	+ 0·38	0·79	0·81	— 2
Bengal and Assam	Eastern Bengal	0·36	0·75	— 0·39	2·99	3·68	— 19
	Assam (Surma)	9·80	4·22	+ 5·58	17·36	16·03	+ 8
	Do. (Brahmaputra)	0·80	1·38	— 0·58	4·86	6·44	— 25
	Deltaic Bengal	0·13	0·43	— 0·30	1·20	2·29	— 48
	Central Bengal	0	0·32	— 0·32	0·55	1·38	— 60
	North Bengal	0·34	0·51	— 0·17	0·76	2·46	— 69
	Orissa	0·03	0·29	— 0·26	0·63	1·42	— 56
	Chota Nagpur	0	0·15	— 0·15	0·03	1·14	— 97
	Bihar (South)	0	0·05	— 0·05	0·01	0·43	— 98
	Do. (North)	0	0·17	— 0·17	0	0·61	— 100
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·03	— 0·03	0·09	0·31	— 71
	Do. (Submontane) (*a*)	0	0·09	— 0·09	0·02	0·39	— 95
	Oudh (South)	0	0·04	— 0·04	0·02	0·38	— 97
	Do. (North)	0	0·06	— 0·06	0·23	0·53	— 57
	North-Western Provinces (Central).	0	0·02	— 0·02	0·09	0·33	— 73
	North-Western Provinces (West).	0	0·05	— 0·05	0·12	0·46	— 74
	North-Western Provinces (Submontane) (*b*)	0	0·19	— 0·19	0·94	1·42	— 34
Punjab	Punjab (South)	0·01	0·16	— 0·15	0·13	0·65	— 80
	Do. (Central)	0·04	0·13	— 0·09	0·30	0·63	— 52
	Do. (Submontane)	0·18	0·28	— 0·10	1·13	1·32	— 14
	Do. (Hill Districts)	0·15	0·81	— 0·66	4·49	3·75	+ 20
	Do. (North-West)	0·71	0·52	+ 0·19	3·15	2·61	+ 21
	Do. (West)	0·25	0·18	+ 0·07	1·37	0·87	+ 57
Bombay and Malabar Coast Districts (Madras).	Malabar	0·89	0·56	+ 0·33	4·43	1·88	+ 130
	Madras (South Central)	0·72	0·29	+ 0·43	2·91	1·43	+ 103
	Coorg	0·58	0·52	+ 0·06	3·11	1·93	+ 61
	Mysore	0·52	0·17	+ 0·35	1·57	0·64	+ 145
	Konkan	0	0·02	— 0·02	0·24	0·09	+ 167
	Bombay Deccan	0·10	0·12	— 0·02	1·33	0·43	+ 209
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·03	— 0·03	0·42	0·07	+ 500
Central Provinces and Berar.	Berar	0·02	0·05	— 0·03	0·49	0·42	+ 17
	Central Provinces (West)	0·01	0·07	— 0·06	0·53	0·38	+ 39
	Ditto (Central)	0·08	0·10	— 0·02	0·27	0·66	— 59
	Ditto (East)	0	0·19	— 0·19	0·01	0·92	— 100
Bombay (North)	Gujarat	0	0	0	0·01	0·01	0
	Kathiawar	0	0·10	— 0·10	0·04	0·18	— 78
	Sind	0	0·11	— 0·11	0·04	0·32	— 88
Rajputana and Central India.	Central India (East)	0·01	0·02	— 0·01	0·07	0·15	— 53
	Rajputana (East), Central India (West).	0	0·02	— 0·02	0·05	0·17	— 71
	Rajputana (West)	0	0·02	— 0·02	0	0·08	— 100
Madras	East Coast (North)	0·31	0·08	+ 0·23	0·61	0·66	— 8
	Ditto (ditto) (*a*)	0·45	0·12	+ 0·33	0·75	1·19	— 38
	Hyderabad (South)	0·13	0·26	— 0·13	0·15	0·96	— 84
	Madras (Central)	0·25	0·05	+ 0·20	0·48	0·24	+ 100
	East Coast (Central)	0·51	0·03	+ 0·48	0·60	0·35	+ 72
	Ditto (South)	0·16	0·10	+ 0·06	0·56	0·52	+ 8
	Madras (South)	0·22	0·28	— 0·06	3·19	1·52	+ 110

SIMLA, *19th April, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 14th April.*—Moderate to heavy showers in most parts, except in South Carnatic. Cultivation commencing on the West Coast and to a small extent in other parts, where recent rain has fallen. Standing crops generally fair. Harvest still yielding moderately. Water-supply seasonable. Pasture scarcer, but fodder available. Condition of cattle good. Prices generally slightly easier.

Bombay.—*For week ending 18th April.*—Rain generally slight in parts of the Deccan, Karnatak, and Sind. Standing crops damaged by blight, rust, or high winds in parts of two districts; otherwise good, except cotton in parts of Guzerat. Reaping of late crops progressing in thirteen, and ploughing and sowing operations in fourteen, districts. Cotton picking progressing in six districts. Agricultural stock good. Fodder insufficient in two districts. Prices generally steady. Numbers on relief works: Baroda, 609.

Bengal.—*For week ending 14th April.*—There was rain in the greater part of East Bengal during the week, and a few local showers are also reported from North and South-West Bengal and Orissa. Except in East Bengal, more rain is generally much wanted for ploughing and early sowings. Indigo and spring rice also require rain in some districts. The planting of sugarcane is in progress. The spring harvest is over with a fair outturn for the whole province. The opium weighments indicate that the general yield will be somewhat deficient. *Mahua* (*Bassia latifolia*) has yielded well in Chota Nagpur and the Sonthal Parganas. The supply of fodder and water for cattle is generally sufficient. The price of common rice is almost stationary.

North-Western Provinces and Oudh.—*For week ending 18th April.*—No rain. Weather cloudy at times. Harvesting nearly completed. Threshing and winnowing in full swing. Sugarcane and other summer crops being irrigated. Opium collections are over and weighments have commenced. Prospects good. Markets well stocked. Fodder abundant. Prices generally steady.

Punjab.—*For week ending 18th April.*—Rain has fallen in all but three districts. Reaping of spring crops going on and sowings of extra spring crops in hand. Sowings and weedings of sugarcane and cotton commenced. Standing crops are promising, and their prospects are generally said to be good. Spring crops have been injured by field rats in parts of Lahore and by hail in the Dera Ismail Khan district. Condition of cattle is generally reported good. Fodder sufficient throughout the province. The poppy crop has ripened. Prices rising in four districts, falling in two others, and stationary elsewhere.

Central Provinces.—*For week ending 18th April.*—Weather hot and cloudy. Harvesting completed in Saugor, continues in Jabalpur, Seoni,

Hoshangabad, Raipur, and Bilaspur, and nearly completed in Nimar. Wheat outturn estimated at about one anna and linseed at five annas in a rupee in Damoh. In Jabalpur the former varies from two to eight annas and the latter is one anna. Some pressure is apprehended now in Saugor, where imports of grain have nearly doubled. Imports of wheat commenced in Damoh. Water-supply reported to be insufficient in parts of Raipur. Prices rising in Saugor, Nagpur, and one tehsil of Seoni.

Burma.—*For week ending 14th April.*—Rain has fallen in two districts of Lower Burma and in most districts of Upper Burma. The showers were in most cases light. In Upper Burma planting of dry-weather paddy continues, and sowing of early wet-weather paddy and preparation of hill clearings for paddy commenced. Plucking of pulse crops nearly completed. Standing crops healthy, but slight damage by insects and floods is reported from three districts. Fodder and water-supply sufficient. The price of paddy has fallen slightly in Akyab and risen considerably in Bassein and Pokokko.

Assam.—*For week ending 17th April.*—Weather warm. Sowing of early rice continues. Planting of sugarcane commenced. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 18th April.*—MYSORE: Slight rain has fallen throughout the State. Standing crops in good condition. Rice harvested in parts of the Tumkur district. No material change in prices.

COORG:—Rainfall heavy. Prospect of coffee crops less favourable owing to rain. Fodder and water for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 18th April.*—BERAR: Weather warm and occasionally cloudy. Harvesting of spring crops nearing completion in the Amraoti district. Threshing of wheat and linseed continues in parts of the Melghat taluka. Land under preparation for ensuing crop. Water-supply sufficient. Fodder insufficient in the Akot and Akola talukas. Prices fallen in Buldana owing to the good harvest.

HYDERABAD: Rainfall moderate. Harvesting of spring crops in progress. Weeding of hot-weather crops continues. Prices steady.

Central India.—*For week ending 18th April.*—Slight rain during the week in Gwalior, Bhopal, and Western Malwa. Harvesting continues in the Gwalior, Bhopal, Bundelkhand, and Baghelkhand Agencies; the probable outturn in these Agencies will be below average. Pasturage good in nearly all parts of Central India. The price of food-grains is rising in Goona; steady in other Agencies. Opium gathered in Bhopal and parts of Gwalior; condition generally fair.

Rajputana.—*For week ending 18th April.*—Rainfall moderate in parts of Bikanir. Agricultural operations, standing crops, and prospects generally satisfactory, but damage to crops by insects is reported from Dholpur. Harvesting continues. Cattle in good condition. Pasturage or fodder sufficient. Prices falling in three States, rising in two, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 17th April.*—Rainfall moderate. Weather again fine. Standing crops in good condition. Ploughing for the autumn crop going on. Prices stationary.

JAMMU PROVINCE.—*For week ending 18th April.*—Report not received.

Nepal.—*For week ending 14th April.*—Weather fine. Crops in good condition, but require rain.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 2/39.

Extract from the Proceedings of the Government of India, in the Department of Revenue and Agriculture (Surveys),—dated Simla, the 13th April, 1894.

Read—

Letter No. 426, dated 14th February 1894, from the Director, Geological Survey of India, submitting the Annual Report of the Geological Department and Museum for the year 1893.

RESOLUTION.

1. The work upon which the officers of the Department were engaged during the year under review is shown in the following table:

Name of officer.	Locality where employed.	Character of work.	Whether main object scientific or practical.
Dr. King ...	Sukkur	Inspection of oil borings ...	Practical.
	Tenasserim ...	„ of coal exploitation ...	„
	Warora ...	„ of the colliery ...	„
	Madras	Examination of hypersthenic igneous rocks.	Scientific.
	Katha	Examination of gold occurrences ...	Practical.
Mr. Griesbach ...	Baluchistan ...	Geological survey	Chiefly scientific and partly practical.
„ Oldham ...	Calcutta	Revision of the Manual of Geology	Scientific.
	Rangoon ...	Preparation of a scheme for artisian water-supply.	Practical.
	Yenangyaung ...	Inspection of oil region ...	„
Dr. Noetling ...	Upper Burma ...	Exploration of gold, lead, and coal...	Chiefly practical and partly scientific.
	Dandot	Investigation into causes of accidents at the colliery.	Ditto ditto.
Mr. LaTouche ...	Bhaganwalla ...	Coal boring	Practical.
„ Bose ...	Tenasserim ...	Coal exploration	Chiefly practical.
„ Middlemiss ...	Hazara	Geological survey	Scientific.
„ Datta ...	Tenasserim ...	Coal exploration	Chiefly practical.
„ Holland ...	Coimbatore and Nilgiri Districts.	Field petrology and mineral survey	Scientific.
	Calcutta ...	In charge of Museum and Lectures to Geological students at the Presidency College.	Scientific and educational.
„ Edwards ...	Quetta	Geological survey	Scientific.
„ Smith ...	Ditto	Ditto	Ditto.
	Rewa	Ditto	Scientific and partly practical.

The rule determining the distribution of the officers of the Department for scientific and practical work was laid down in this Department Resolution

No. 3—74, dated 8th March 1893, and it has since been explained by the Government of India that in future eleven out of the fifteen executive officers above the grade of Sub-Assistant should be employed on the scientific work of the survey and four on practical investigation.

2. The most important of the scientific enquiries carried on during the season were in Baluchistan, the Salt Range, Hazara, Coimbatore, the Nilgiris, and in Upper and Lower Burma. The connected survey of Baluchistan was continued under Mr. Griesbach, with the result that a completely mapped and reported record of the area from Sibi to Mangi along the line of the Sind-Pishin Railway has been obtained. Valuable information on the geology of the Salt Range has been furnished by Mr. LaTouche, and the survey of Hazara was brought to a close by Mr. Middlemiss, who has prepared an organised account and a complete map of the geology of the whole district. The petrology of the Coimbatore and Nilgiri districts has been examined by Mr. Holland. The geology of Northern Burma has been explored by Dr. Noetling; and Messrs. Bose and Datta, while engaged on the search for coal on the Great Tenasserim river, have devoted a considerable part of their time in working out the geology of the neighbouring region.

3. At the same time investigations of economic importance have not been neglected. The coal in the neighbourhood of Quetta and in the Harnai Valley has been examined: and satisfactory reports have been prepared on the estimated resources of the Bhaganwalla colliery in the Salt Range and of the Tenasserim coal area. An expert, appointed by Her Majesty's Secretary of State to be Inspector of Mines in India, reached the country towards the close of the year under report, and has been placed under the Director of the Geological Survey.

The auriferous tracts in Wuntho, in Upper Burma, were visited by Dr. Noetling, who was able also to devote his attention to the coal and lead found in the Katha district. Inquiry has also been made as to the presence of lead in Rewa, and the extended occurrence of corundum and iron ores in the Madras Presidency has received a certain amount of attention.

4. At head-quarters Mr. Holland was in charge of the Museum, and the Government of India have learnt with satisfaction that he has made considerable progress in the classification and microscopic description of the large series of rocks collected by officers of the Department and private individuals. Mr. Oldham has brought out a revised edition of the Manual of Indian Geology, in which the letter-press has been largely re-written and the number of plates, maps, and page illustrations has been considerably increased.

The records of the Department and the *Palæontologia Indica* have at the same time continued to maintain their standard of excellence.

5. The thanks of the Government of India are due to the Director and the other officers of the Department for their exertions during the year. His Excellency in Council has it in contemplation to define still further the policy which should guide the Department and Local Governments in connexion with the prosecution of geological enquiries and the better development of the mineral resources of the country.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded to the Director, Geological Survey of India, and to Local Governments and Administrations, and that it be published in the Supplement to the *Gazette of India*.

[True Extract.]

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 8TH APRIL 1893, AND FROM 1ST JANUARY TO 7TH APRIL 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	First 8 days of April 1893.			Week ending 7th April 1894.			Earnings from 1st January to 8th April 1893.	Earnings from 1st January to 7th April 1894.	Increases during the 1st-half of 1894.	Decreases during the 1st-half of 1894.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	12,18,986	746	1,634	11,30,262	697	1,43,80,323	1,56,04,458	12,24,135	...
Bengal-Nágpur	180	863	2,38,406	276	862	1,72,310	200	23,67,367	24,49,099	1,31,743	...
Indian Midland	145	752	1,40,993	187	752	1,16,258	155	15,84,442	16,52,072	67,630	...
Bezwáda Extension	96	21	2,228	106	21	1,552	74	31,449	20,488	...	10,961
Metre gauge—											
Rajputana-Malwa (*a*)	206	1,699	5,48,222	323	1,719	5,29,040	308	69,99,447	73,21,644	3,22,197	...
South Indian	157	1,043	1,83,598	176	1,042	1,42,058	136	21,94,901	18,76,271	...	3,18,690
Southern Mahratta (*b*)	109	1,107	1,55,653	141	1,164	1,33,000	114	15,97,226	16,84,155	86,929	...
Bengal and North-Western (*c*)	102	756	1,38,476	183	756	1,37,190	181	10,95,228	15,81,102	...	1,14,066
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	18,844	85	231	29,639	128	2,28,432	2,91,753	63,321	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	11,111	11,111	...
TOTAL	272	8,098	26,45,406	327	8,198	24,01,219	293	3,10,28,875	3,24,02,204	14,63,329	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	7,02,639	280	2,507	6,76,962	270	81,60,660	88,07,961	7,37,291	...
Oudh and Rohilkhand (state)	272	692	2,44,981	354	741	2,30,390	311	20,10,478	28,75,714	2,65,236	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	250	777	2,21,006	284	813	2,18,970	269	28,22,916	34,18,393	5,95,477	...
Bengal Central (*e*)	120	125	16,991	136	125	15,220	122	2,20,211	2,08,443	...	11,768
East Coast (state)	55	91	8,090	89	266	19,851	75	(*f*)35,098	2,74,805	2,39,167	...
Metre gauge—											
Burma (state)	274	715	1,78,505	250	730	1,28,143	176	26,64,167	23,42,372	...	3,21,795
Special gauges—											
Jorhát (state provincial)	46	28	1,508	54	28	1,036	37	14,782	15,158	376	...
Cherra-Companyganj (state provincial)	58	8	656	82	8	412	51	7,046	6,378	...	668
TOTAL	231	4,945	13,74,376	278	5,218	12,90,984	247	1,65,35,007	1,80,30,284	15,03,317	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	11,73,082	787	1,490	8,95,940	601	1,27,38,850	1,30,86,288	3,47,437	...
Bombay, Baroda and Central India	765	401	4,50,912	978	401	3,71,000	805	45,13,084	45,02,073	48,989	...
Madras	242	840	2,31,530	276	840	1,75,876	209	28,79,781	26,82,690	...	1,97,091
TOTAL	525	2,791	18,55,524	665	2,791	14,42,816	517	2,01,32,316	2,03,31,051	1,99,335	...
TOTAL (GUARANTEED AND STATE)	304	15,834	58,75,306	372	16,207	51,35,019	317	6,76,97,158	7,08,63,139	31,65,981	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	36,384	226	161	92,010	571	3,17,343	4,00,776	83,433	...
Tarkessur	277	22	9,969	453	22	9,782	445	88,042	91,377	3,335	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	15,620	233	67	9,519	142	89,940	1,28,378	38,438	...
Dibru-Sadiya	126	78	11,273	145	78	12,255	157	1,34,023	1,47,812	13,789	...
TOTAL	142	328	73,246	223	328	1,23,566	377	6,29,348	7,08,343	1,38,995	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	84,407	253	333	58,716	176	8,36,052	8,04,396	...	31,656
The Gaekwar's Petlád	103	13	1,570	121	13	1,210	93	19,568	17,046	...	2,522
Rájpura-Bhátinda	124	108	19,552	181	108	15,068	140	1,78,577	2,12,052	33,475	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	36,652	111	362	29,422	81	4,80,428	4,17,681	...	62,747
The Gaekwar's Mehsána	80	93	10,907	117	93	10,150	109	1,04,999	1,20,207	21,268	...
Kolhápur	83	29	2,837	98	29	7,080	244	34,031	35,040	1,009	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	12,506	174	72	4,980	69	85,112	75,062	...	10,050
TOTAL	125	979	1,68,431	172	1,010	1,26,626	125	17,39,307	16,88,144	...	51,223
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	65,722	197	334	46,052	138	6,41,224	5,97,943	...	43,281
Jetalsar-Rájkot	24	...	...	...	46	2,584	56	...	40,330	...	...
Jodhpur-Bickaneer	53	364	23,106	63	363	30,700	85	2,62,352	3,73,440	1,11,088	...
Special gauge—											
Morvi	70	94	5,414	58	94	5,933	63	85,296	92,034	6,738	...
TOTAL	93	792	94,242	119	837	85,269	102	9,88,872	11,03,747	1,14,875	...
GRAND TOTAL	282	17,933	62,11,225	346	18,382	54,70,480	298	7,10,54,745	7,44,23,373	33,68,628	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwáda-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 19th April, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. I OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	First 8 days of April 1893.			Week ending 7th April 1894.			Earnings from 1st to 8th April 1893.	Earnings from 1st to 7th April 1894.	Increases in 1894-95.	Decreases in 1894-95.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	580	1,634	12,18,986	746	1,634	11,39,262	697	12,18,986	11,39,262	...	79,724
Bengal-Nágpur	140	863	2,38,406	276	862	1,72,310	200	2,38,406	1,72,310	...	66,096
Indian Midland	129	752	1,40,993	187	752	1,16,258	155	1,40,993	1,16,258	...	24,735
Bezwáda Extension	80	21	2,228	106	21	1,552	74	2,228	1,552	...	676
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,48,222	323	1,719	5,29,040	308	5,48,222	5,29,040	...	19,182
South Indian	139	1,043	1,83,598	176	1,042	1,42,058	136	1,83,598	1,42,058	...	41,540
Southern Mahratta (*b*)	87	1,107	1,55,653	141	1,164	1,33,000	114	1,55,653	1,33,000	...	22,653
Bengal and North-Western (*c*)	137	756	1,38,476	183	756	1,37,190	181	1,38,476	1,37,190	...	1,286
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	18,844	85	231	29,639	128	18,844	29,639	10,795	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	910	910	...
TOTAL	243	8,098	26,45,406	327	8,198	24,01,219	293	26,45,406	24,01,219	...	2,44,187
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	201	2,509	7,02,639	280	2,507	6,76,962	270	7,02,639	6,76,962	...	25,677
Oudh and Rohilkhand (state)	235	692	2,44,981	354	741	2,30,390	311	2,44,981	2,30,390	...	14,591
Eastern Bengal (state) (including metre and 2' 6" gauges)	292	777	2,21,006	284	813	2,18,970	269	2,21,006	2,18,970	...	2,036
Bengal Central (*e*)	120	125	16,991	136	125	15,220	122	16,991	15,220	...	1,771
East Coast (state)	...	91	8,090	89	266	19,851	75	(*f*) 8,090	19,851	11,761	...
Metre gauge—											
Burma (state)	194	715	1,78,505	250	730	1,28,143	176	1,78,505	1,28,143	...	50,362
Special gauges—											
Jorhát (state provincial)	46	28	1,508	54	28	1,036	37	1,508	1,036	...	472
Cherra-Companyganj (state provincial)	47	8	656	82	8	412	51	656	412	...	244
TOTAL	217	4,945	13,74,376	278	5,218	12,90,984	247	13,74,376	12,90,984	...	83,392
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	11,73,082	787	1,490	8,95,940	601	11,73,082	8,95,940	...	2,77,142
Bombay, Baroda and Central India	605	461	4,50,912	978	461	3,71,000	805	4,50,912	3,71,000	...	79,912
Madras	226	840	2,31,530	276	840	1,75,876	209	2,31,530	1,75,876	...	55,654
TOTAL	442	2,791	18,55,524	665	2,791	14,42,816	517	18,55,524	14,42,816	...	4,12,708
TOTAL (GUARANTEED AND STATE)	271	15,834	58,75,306	372	16,207	51,35,019	317	58,75,306	51,35,019	...	7,40,287
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	36,384	226	161	92,010	571	36,384	92,010	55,626	...
Tarkessur	252	22	9,969	453	22	9,782	445	9,969	9,782	...	187
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	15,620	233	67	9,519	142	15,620	9,519	...	6,101
Dibru-Sadiya	123	78	11,273	145	78	12,255	157	11,273	12,255	982	...
TOTAL	135	328	73,246	223	328	1,23,566	377	73,246	1,23,566	50,320	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	84,407	253	333	58,716	176	84,407	58,716	...	25,691
The Gaekwar's Petlád	96	13	1,570	121	13	1,210	93	1,570	1,210	...	360
Rájpura-Bhátinda	92	108	19,552	181	108	15,068	140	19,552	15,068	...	4,484
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	36,652	111	362	29,422	81	36,652	29,422	...	7,230
The Gaekwar's Mehsána	59	93	10,907	117	93	10,150	109	10,907	10,150	...	757
Kolhápur	67	29	2,837	98	29	7,080	244	2,837	7,080	4,243	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	12,506	174	72	4,980	69	12,506	4,980	...	7,526
TOTAL	107	979	1,68,431	172	1,010	1,26,626	125	1,68,431	1,26,626	...	41,805
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	65,722	197	334	46,052	138	65,722	46,052	...	19,670
Jetalsar-Rájkot	...	...	...	...	46	2,584	56	...	2,584	2,584	...
Jodhpur-Bickaneer	60	364	23,106	63	363	30,700	85	23,106	30,700	7,594	...
Special gauge—											
Morvi	65	94	5,414	58	94	5,933	63	5,414	5,933	519	...
TOTAL	80	792	94,242	119	837	85,269	102	94,242	85,269	...	8,973
GRAND TOTAL	251	17,933	62,11,225	346	18,382	54,70,480	298	62,11,225	54,70,480	...	7,40,745

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwáda-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 19th April, 1894.*

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SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 21st, 1894.

General Summary.—The pressure changes during the first three days of the week were small and irregular, but on the 18th pressure rose briskly in North-Eastern India and fell rapidly in Sind and the West Punjab, thus establishing a high pressure area in the north-east and a low pressure area in Sind, which continued to the close of the week. On the 20th pressure in the former area was a tenth of an inch in excess, and in the latter a tenth of an inch in defect of the normal. There was thus an abnormal gradient of two-tenths of an inch between Bengal and Sind, giving rise to easterly winds extending from Bengal up the Gangetic plain, which formed a principal feature in the meteorology of the week. Snow fell at Gnatong from the 17th to the end of the week, the total fall amounting to about $2\frac{1}{2}$ feet. If this snowfall extended over a large area, it might account for the persistent abnormal high pressure in North-Eastern India, and also in part for the considerable decrease in temperature during the latter part of the week in Bengal, which, with the extension of easterly winds, caused a corresponding fall in the temperature of the North-Western Provinces. Shallow depressions owing to increased temperature appeared during the week in Chota Nagpur, Central Burma, North-Western India, the Deccan, and the Central Provinces, which caused local duststorms and thunderstorms; but, on the whole, fine weather, with temperature below the normal, prevailed over the greater part of the country during the week. The mean temperature of the week for the whole of India was 1·4° in defect.

Daily Summary.—*Sunday.*—Pressure had decreased in North-Eastern India and Burma, giving greater prominence to the depressions in Chota Nagpur and Central Burma. Pressure was above the normal over the whole of India, the excess in the Punjab being more than a tenth of an inch. Very strong winds were blowing at the hill stations of Cherat, Murree, and Gnatong, and winds continued to strengthen on the Bengal and Orissa Coasts. Gnatong received ·95 inch of rain during a thunderstorm. Light showers, all below half an inch, were reported from a few other stations.

Monday.—Pressure had given way everywhere, but very irregularly, and differed from the normal by small and variable amounts. Strong winds continued at Cherat and Murree, but winds had decreased in force at the Bengal and Orissa Coast stations. Rain was reported from stations in Baluchistan, the Punjab Hills, South Madras, Bengal, and Assam. Jessore received 1·26 inches, Dhubri 1·10 inches, and four other stations above half an inch. The maximum day temperature was generally lower than it had been, only three stations registering temperatures above 105°.

Tuesday.—Another general fall of pressure had taken place, reducing pressure to slightly below the normal nearly everywhere. North-westerly winds prevailed over nearly the whole of North-Western, Central, and Western India. Gnatong reported a snowstorm, the fall amounting to ·92 inch of melted snow, and several stations received light showers of rain.

Wednesday.—Except in Bengal and Orissa, where pressure had risen, a large and irregular fall of pressure had taken place over the whole of India, exceeding a tenth of an inch in the West Punjab and Sind. Shallow depressions appeared in the Deccan and Punjab as well as in Chota Nagpur and Central Burma. Numerous duststorms and thunderstorms had occurred in Bengal (where they had given several heavy showers of rain), the Gangetic plain, and the Central Provinces. Bogra received 2·6 inches, Balasore 1·11 inches, Jalpaiguri ·84 inch, and Burdwan ·60 inch. Snow continued at Gnatong, about 9 inches of snow having fallen since the previous day. Humidity had decreased considerably in Central India and the Central Provinces notwithstanding a decrease of temperature in that area.

Thursday.—Pressure had increased generally in Northern India and the eastern half of the Peninsula, and had decreased in the western half and in Sind. North-easterly winds had set in at the interior stations in Bengal owing to excess of pressure in North Bengal, and easterly winds had extended westwards over the Gangetic plain. Heavy rain had fallen in the south of the Peninsula and light to moderate rain in Bengal. Colombo registered 2·63 inches, Cuddalore 2·68 inches, Masulipatam 2·50 inches, Trichinopoly 1·65 inches, Vizagapatam 1·11 inches, and Purnea 1·38 inches. About 3½ inches of snow had fallen at Gnatong.

Friday.—Excess of pressure in North-Eastern India and deficiency of pressure in Lower Sind continued, causing an extension of abnormal easterly winds over the whole of the Gangetic plain and the South-East Punjab. Dinajpur reported 1·30 inches of rain, Silchar 1·10 inches, Bangalore 1·11 inches, Tinnevelly ·77 inch, and False Point ·55 inch. Snow continued at Gnatong, but the fall was not so heavy as it had been during the past few days.

Saturday.—The abnormal gradients causing easterly winds in the Gangetic plain were less steep owing to a brisk increase of pressure in Baluchistan and Lower Sind, but easterly winds continued in Bihar and the eastern districts of the North-Western Provinces. Temperature had increased considerably in Sind, Rajputana, Kathiawar, and Gujarat. Hyderabad (Sind) registered the highest maximum temperature, *viz.*, 112·2°, Jacobabad registered 109·8°, and Bhuj 109·6°. Snow continued in Upper Sikkim, Gnatong reporting a further fall of about 6 inches. Thunderstorms with rain were also reported, chiefly from Bengal and the North Punjab. Calcutta received 1·62 inches and Jessore 1·26 inches.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	April 1894.							Mean variation of week.
	15th.	16th.	17th.	18th.	19th.	20th.	21st.	
	°	°	°	°	°	°	°	°
Burma	+1·2	+0·6	+0·7	+1·4	+0·4	−0·3	+0·4	+0·6
Bengal and Assam	+1·3	−1·0	+0·2	−2·8	−7·2	−6·2	−4·5	−2·9
North-Western Provinces and Oudh.	+0·2	−0·8	+0·7	−5·0	−3·6	−4·7	−4·2	−2·5
Punjab	−4·2	−1·6	−4·3	−4·1	−1·0	−2·1	−0·1	−2·5
Bombay	−1·2	−0·4	−1·4	−0·6	−0·3	+0·5	+1·2	−0·3
Central Provinces and Berar	−3·1	−3·0	−0·7	−6·2	−5·4	−0·5	−2·0	−3·0
Central India and Gujarat	−1·5	−0·6	−0·3	−2·7	−0·7	+1·5	+1·5	−0·4
Sind and Rajputana	−0·9	−0·2	−1·9	−2·1	+2·1	+1·4	+2·4	+0·1
Madras	−1·4	−0·4	−0·4	+0·7	−2·6	−4·6	−2·3	−1·6
Mean for whole of India	−1·1	−0·8	−0·8	−2·4	−2·0	−1·7	−0·8	−1·4

Lower temperatures than usual have prevailed over the greater part of the country during the week. The mean temperature for the week was normal in Burma, Bombay, Central India and Gujarat, Sind and Rajputana. In all other provinces it was more or less in defect, the defect being greatest in Bengal and Assam and the Central Provinces and Berar. The changes of temperature from day to day in Bengal and the North-Western Provinces corresponded pretty closely with each other, and were probably due to the same cause, *viz.*, the frequent thunderstorms in Bengal, and perhaps the continuous snowfall in Upper Sikkim, the effects of which were communicated to the North-Western Provinces by the easterly winds which prevailed over the Gangetic plain for the greater part of the week. The daily variations from the normal were smallest in Burma and Bombay, and were largest in Bengal and the Central Provinces. The mean temperature for the whole of India was in defect on every day of the week. It was nearest the normal on the 16th, 17th, and 21st, and most in defect on the 18th and 19th. For the whole week it was 1·4° below the normal.

Rainfall.—The rainfall of the week has been confined chiefly to North-East India and the south of the Peninsula. It has been more general in Bengal and Assam than for some weeks past, and the average fall of five of the divisions of that province was above an inch. In all thirty-eight of the fifty-two rainfall divisions received rain during the week; the average falls of seventeen being below a

tenth of an inch, and of nine others less than half an inch. Six divisions received an average fall of over an inch, five of which were in Bengal and Assam. In none of the divisions has the rainfall been heavy, the largest amount registered during the week at any station being only 4·59 inches.

The normal rainfall of the week was exceeded in nineteen divisions. Seven of these were in Bengal and six in the south of the Peninsula.

A reference to the table at the close will show that the rainfall of the period 4th March to 21st April was in excess of the normal in East and Deltaic Bengal, Hill Districts of the Punjab, North-West and West Punjab, Bombay and Malabar Coast Districts, Berar, Central Provinces (West), and all the divisions of Madras, except Hyderabad (South). Rainfall was in defect in the whole of Burma, Assam, North-Western Provinces, Kathiawar, Sind, Central India, Rajputana, and nearly the whole of Bengal and the Central Provinces. No rain has fallen since the 4th March in Lower Burma and West Rajputana.

The heaviest falls received during the week were at Narail (Jessore) 4·59 inches, Cholapuram (Trichinopoly) 4·50 inches, Alleppy (Travancore) 4·43 inches, and Kurseong (Darjeeling) 4·36 inches.

Snowfall.—The Superintendent of the Leh Observatory, Ladakh, in a further report on the abnormal snowfall of the past winter, states that it was three times as large in amount as the normal, and more than twice as heavy as the exceptionally heavy fall of 1890-91. Cultivation is very backward, as it was only about the 5th March that the lower cultivated grounds in the Indus Valley (10,500 feet) began to be clear of the snow which had been lying on the ground ever since the 21st January.

PROVINCE.	DIVISION	Rainfall data for week ending April 21st, 1894.			Rainfall data from March 4th to April 21st, 1894.		
		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, March 4th to April 21st.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0	1·08	— 1·08	0·85	2·53	— 66
	Lower Burma	0	0·36	— 0·36	0	1·28	— 100
	Central Burma	0·01	0·28	— 0·27	0·28	0·79	— 65
	Upper Burma	0·28	?	?	1·28	?	?
	Arakan	0·02	0·55	— 0·53	0·81	1·36	— 40
Bengal and Assam	Eastern Bengal	1·45	0·92	+ 0·53	4·94	4·57	+ 8
	Assam (Surma)	1·34	2·75	— 1·41	14·47	18·19	— 20
	Do. (Brahmaputra)	1·13	1·51	— 0·38	5·99	7·94	— 25
	Deltaic Bengal	1·93	0·54	+ 1·39	3·12	2·83	+ 10
	Central Bengal	0·85	0·27	+ 0·58	1·40	1·65	— 15
	North Bengal	1·51	0·67	+ 0·84	2·27	3·13	— 27
	Orissa	0·93	0·34	+ 0·59	1·56	1·76	— 11
	Chota Nagpur	0·39	0·13	+ 0·26	0·42	1·26	— 67
	Bihar (South)	0·02	0·06	— 0·04	0·03	0·49	— 94
	Do. (North)	0·32	0·11	+ 0·21	0·32	0·72	— 56
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·04	0·02	+ 0·02	0·13	0·33	— 61
	Do. (Submontane) (*a*)	0·02	0·05	— 0·03	0·04	0·43	— 91
	Oudh (South)	0	0·01	— 0·01	0·02	0·40	— 95
	Do. (North)	0	0·01	— 0·01	0·23	0·54	— 57
	North-Western Provinces (Central).	0	0·03	— 0·03	0·09	0·36	— 75
	North-Western Provinces (West).	0	0·02	— 0·02	0·12	0·49	— 76
	North-Western Provinces (Submontane) (*b*)	0·02	0·04	— 0·02	0·97	1·47	— 34
Punjab	Punjab (South)	0	0·05	— 0·05	0·13	0·70	— 81
	Do. (Central)	0	0·05	— 0·05	0·30	0·68	— 56
	Do. (Submontane)	0	0·09	— 0·09	1·13	1·42	— 20
	Do. (Hill Districts)	0·01	0·29	— 0·28	4·50	4·04	+ 11
	Do. (North-West)	0·35	0·23	+ 0·12	3·55	2·84	+ 25
	Do. (West)	0·04	0·09	— 0·05	1·41	0·96	+ 47
Bombay and Malabar Coast Districts (Madras).	Malabar	0·95	0·77	+ 0·18	4·71	2·65	+ 78
	Madras (South Central)	0·32	0·51	— 0·19	3·22	1·93	+ 67
	Coorg	0·58	0·53	+ 0·05	3·69	2·46	+ 50
	Mysore	0·22	0·36	— 0·14	1·79	1·00	+ 79
	Konkan	0	0·05	— 0·05	0·24	0·14	+ 71
	Bombay Deccan	0·26	0·11	+ 0·15	1·58	0·54	+ 193
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0 08	0·03	+ 0·05	0·51	0·10	+ 410
Central Provinces and Berar.	Berar	0·06	0·05	+ 0·01	0·55	0·47	+ 17
	Central Provinces (West)	0·07	0·05	+ 0·02	0 61	0·43	+ 42
	Ditto (Central)	0·04	0·04	0	0·31	0·70	— 56
	Ditto (East)	0·03	0·07	— 0·04	0·04	0·99	— 96
Bombay (North)	Gujarat	0	0	0	0·01	0·01	·0
	Kathiawar	0	0·04	— 0·04	0·04	0·22	— 82
	Sind	0·01	0·03	— 0·02	0·04	0·35	— 89
Rajputana and Central India.	Central India (East)	0	0·02	— 0·02	0·07	0·17	— 59
	Rajputana (East), Central India (West).	0·01	0·01	0	0·07	0·19	— 63
	Rajputana (West)	0	0·01	— 0·01	0	0·09	— 100
Madras	East Coast (North)	0·65	0·22	+ 0·43	1·26	0·88	+ 45
	Ditto (ditto) (*a*)	0·35	0·46	— 0·11	1·70	1·64	+ 4
	Hyderabad (South)	0·04	0·13	— 0·09	0·19	1·06	— 82
	Madras (Central)	0·04	0·16	— 0·12	0·52	0·40	+ 30
	East Coast (Central)	0·46	0·09	+ 0·37	1·05	0·44	+ 139
	Ditto (South)	1·19	0·13	+ 1·06	1·76	0·65	+ 171
	Madras (South)	0·63	0·42	+ 0·21	3·82	1·94	+ 97

SIMLA, *26th April, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 21st April.*—Rainfall fair, except in Salem and the Deccan districts. Cultivation commenced on the West Coast and to a slight extent in other parts under summer showers. Standing crops generally fair. Harvest continues with moderate outturn. Water-supply fair. Pasture is scarce, though improving in places, but fodder is available. Condition of cattle good. Prices practically stationary.

Bombay.—*For week ending 25th April.*—Rain generally slight in parts of twelve districts. Standing crops damaged by blight, rust, or insects in parts of four districts; otherwise good, except cotton in Surat. Reaping of late crops progressing in six districts. Ploughing and sowing operations general. Cotton picking progressing in seven districts. Agricultural stock good. Fodder insufficient in parts of two districts. Prices steady, except in two districts. Numbers on relief works: Baroda, 982.

Bengal.—*For week ending 21st April.*—There was general and well distributed rainfall during the week over the whole of Bengal Proper and the Bhagalpur and Orissa divisions. In the Patna and Chota Nagpur divisions the falls were scanty and confined to a few places. The rainfall of the week has done good to the standing crops, and has facilitated ploughing and early sowings. In Bihar the threshing of spring crops and the weighment of opium are proceeding. The spring rice harvest has begun and promises to yield a good outturn, except in the 24-Parganas district. Prospects of sugarcane and indigo are good in some districts. The planting of sugarcane is still going on. Cattle are generally in good condition, and the supply of fodder is sufficient. There is want of drinking water in places in East Bengal. The price of common rice continues to be almost stationary.

North-Western Provinces and Oudh.—*For week ending 25th April.*—Weather seasonable; slight rain in two tahsils of the Gorakhpur district. Threshing and winnowing of spring crops and irrigation of sugarcane and extra crops in progress. Supplies and fodder are sufficient. Prices of certain grains have risen slightly in seven districts; in the rest they are practically stationary.

Punjab.—*For week ending 25th April.*—Rain has fallen in five districts. Harvesting of spring crops, and sowings of extra spring and autumn crops in progress. Weeding of sugarcane and cotton commenced. Prospects of crops are said to be good, but the outturn in two tahsils of Dera Ismail Khan is expected to be below average. Cattle are generally in good condition, and fodder is sufficient throughout the province. The poppy crop has ripened, and is in good condition. Prices rising in four districts, falling in one, and stationary elsewhere.

Central Provinces.—*For week ending 25th April.*—Weather hot and cloudy, with slight rain in places. Scarcity beginning to be felt in Saugor, but is being met by supplementary relief works. Grain is being imported into the district in increased quantities, and prices continue steady. Land being prepared for autumn sowings.

Burma.—*For week ending 21st April.*—Rain fell in two districts of Lower Burma and in nine districts of Upper Burma, the fall in Magwe and Minbu being heavy. In Upper Burma ploughing and sowing of dry-weather paddy progressing everywhere, and in two districts reaping has commenced. Sowing of early wet-weather paddy commencing. Standing crops thriving and prospects favourable. The price of paddy has fallen considerably in the Ruby Mines and slightly in three other districts. Fodder and water-supply sufficient.

Assam.—*For week ending 24th April.*—Weather warm. Sowing of early rice and planting of sugarcane continue. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 25th April.*—MYSORE: Good rain in parts of Kadur; slight elsewhere. Crops and prospects good. Prices fallen in the Kolar and Shimoga districts.

COORG: Rainfall moderate. No standing crops, except coffee and cardamom. Prospects not very favourable. Fodder and water for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 25th April.*—BERAR: Rainfall moderate. Weather frequently cloudy. Days warm and mornings cool. No standing crops throughout the province. Threshing of wheat and linseed not yet finished. In the Melghat taluka land is being prepared for autumn sowings. Fodder supply inadequate in parts of the Akola district. Water sufficient. Slight variations in prices in three talukas.

HYDERABAD: No rain during the week. Cutting of hot-weather crops commenced. Standing crops in good condition. Prices steady.

Central India.—*For week ending 25th April.*—Slight rain during the week in Bundelkhand, Baghelkhand, and Neemuch. Harvesting completed in Gwalior, Baghelkhand, Western Malwa, and Neemuch, and in progress in Bundelkhand and Bhopawar. The probable outturn in Gwalior, Bundelkhand, and Goona will be below average, as the crops have been damaged by rain, insects, and blight. Wheat is reported a complete failure in tracts adjoining the Saugor district; good outturn expected in Bhopawar. Pasturage good and sufficient, except in Gwalior, where it is indifferent and bad. Prices of food-grains rising in Goona and Neemuch; steady in other Agencies. Opium is said to have been much injured in Malwa, and the yield will be below the estimate.

Rajputana.—*For week ending 25th April.*—Rainfall slight at Abu and in Bikanir; good in Partabgarh and Ajmere. Agricultural operations, standing crops, and cattle generally satisfactory. Prospects good. Pasturage or fodder sufficient, except in Dholpur, where it is reported to be failing. Prices rising in four States, falling in two, fluctuating in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 24th April.*—Rainfall moderate. Weather again fine. Standing crops in good condition. Rapeseed ripening. Autumn ploughings going on. Prices stationary.

JAMMU PROVINCE.—*For week ending 14th April.*—Rainfall slight. Spring crops in good condition. Prices stationary.

For week ending 21st April.—No rain. Crops ripe. Prices stationary.

Nepal.—*For week ending 21st April.*—Weather showery and unsettled. Prospects of crops good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras ...	...	...	...	...	...	6	...	...	...	...	...	6
Bombay ...	...	...	242	4,02,769	2,71,199	3,98,282	...	...	...	4,02,769	2,71,199	3,98,524
Sind ...	...	...	...	...	...	...	35,941	19,538	58,833	35,941	19,538	58,833
Bengal ...	14,293	14,278	8,171	...	...	...	...	...	...	14,293	14,278	8,171
N.-W. P. & O. ...	34,835	31,181	1,03,598	38,011	40,373	56,287	...	...	...	72,846	71,554	1,59,885
Punjab ...	1	2,913	16,079	217	11,383	21,156	3,062	42,308	38,415	3,280	56,604	75,650
Cent. Provs. ...	237	...	2,792	15,667	25,686	29,628	...	...	...	15,904	25,686	32,420
Berar	1,749	...	2,361	3,58,622	2,15,718	2,76,507	...	...	...	3,60,371	2,15,718	2,78,868
Assam	4,739	9,050	6,507	...	...	...	...	...	...	4,739	9,050	6,507
Raj. & C. I. ...	158	1,349	7,475	93,753	1,36,486	1,54,418	...	...	...	93,911	1,37,835	1,61,893
Nizam's Terry. ...	...	...	...	10	139	25	...	...	...	10	139	25
Mysore ...	...	...	...	...	41	40	...	...	...	...	41	40
TOTAL ...	56,012	58,771	1,47,225	9,09,049	7,01,025	9,36,349	39,003	61,846	97,248	10,04,064	8,21,642	11,80,822
WHEAT—												
Madras	...	...	...	...	...	86	...	...	...	...	...	86
Bombay	...	...	...	64,944	82,397	49,597	...	...	...	64,944	82,397	49,597
Sind	...	...	...	...	...	...	2,44,131	47,846	1,58,316	2,44,131	47,846	1,58,316
Bengal	39,270	20,245	6,665	1	...	...	...	...	...	39,271	20,245	6,665
N.-W. P. & O. ...	1,14,740	1,30,374	1,00,246	1,56,119	40,227	16	...	...	...	2,70,859	1,70,601	1,00,262
Punjab	431	...	67,595	42,201	1,496	49,148	4,37,269	8,516	4,52,746	4,79,061	10,012	5,69,489
Cent. Provs. ...	1,063	22,371	5,876	3,43,047	2,95,737	1,50,949	...	...	...	3,44,110	3,18,108	1,56,825
Berar	...	...	...	8,668	844	68	...	...	...	8,668	844	68
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. ...	312	921	...	1,04,270	87,681	78,393	...	...	...	1,04,582	88,602	78,393
Nizam's Terry. ...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	1,55,816	1,82,911	1,80,382	7,19,310	5,08,382	3,28,257	6,81,400	56,362	6,11,062	15,56,526	7,47,655	11,19,701
LINSEED—												
Madras	...	...	...	...	3,032	22,674	...	...	...	...	3,032	22,674
Bombay	...	...	...	1,53,169	1,44,609	3,11,032	...	...	...	1,53,169	1,44,609	3,11,032
Sind	...	...	...	...	...	...	...	...	124	...	...	124
Bengal	38,246	18,094	1,33,483	...	...	...	...	...	...	38,246	18,094	1,33,483
N.-W. P. & O. ...	30,994	4,292	23,189	1,414	1,330	2,323	...	...	...	32,408	5,622	25,512
Punjab	...	...	...	...	...	...	...	...	1	...	...	1
Cent. Provs. ...	3,468	336	35,814	61,387	102,891	81,535	...	...	...	64,855	1,03,227	1,17,349
Berar	...	...	1,513	1,68,665	1,02,377	4,12,058	...	...	...	1,68,665	1,02,377	4,13,571
Assam	53	646	647	...	...	...	...	...	...	53	646	647
Raj. & C. I. ...	2,199	1,021	4,262	4,655	16,994	14,628	...	...	...	6,854	18,015	18,890
Nizam's Terry. ...	...	...	...	1,25,708	88,250	1,52,493	...	...	...	1,25,708	88,250	1,52,493
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	74,960	24,389	1,98,908	5,14,998	4,59,483	9,96,743	...	...	125	5,89,958	4,83,872	11,95,776
INDIGO—												
Madras	...	...	...	8	314	420	...	...	...	8	314	420
Bombay	...	...	...	114	97	17	...	...	...	114	97	17
Sind	...	...	...	...	...	...	590	1,424	534	590	1,424	534
Bengal	285	812	1,976	...	...	...	...	...	...	285	812	1,976
N.-W. P. & O. ...	410	27	347	27	...	44	...	...	...	437	27	391
Punjab	...	...	348	...	3	...	555	651	397	555	654	645
Cent. Provs. ...	...	...	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. ...	...	...	...	304	65	172	...	...	...	304	65	172
Nizam's Terry. ...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	695	839	2,571	453	479	653	1,145	2,075	931	2,293	3,393	4,155

DEPARTMENT OF REVENUE AND AGRICULTURE:

Simla, the 27th April, 1894.

OF INDIA.

AND AGRICULTURE.

TICS.

LINSEED, AND INDIGO.

Bombay Town, and Karachi during the month of February 1894, and from 1st January to 28th February 1894, periods of the years 1892 and 1893.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.													Articles, and whence exported.
Calcutta.			Bombay Town.			Karachi.			TOTAL.				
1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.		
14	15	16	17	18	19	20	21	22	23	24	25		26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		
...	...	...	...	...	1,726	...	...	...	...	...	1,726		COTTON, RAW—
...	...	242	6,72,835	5,76,823	7,51,379	...	...	...	6,72,835	5,76,823	7,51,621		Madras.
...	...	...	...	...	...	61,955	43,048	1,01,044	61,955	43,048	1,01,044		Bombay.
22,057	23,020	13,584	...	19	...	...	...	...	22,057	23,039	13,584		Sind.
58,548	64,305	2,12,239	86,591	1,35,522	1,73,854	...	...	...	1,45,139	1,99,827	3,86,093		Bengal.
1	12,465	23,829	477	41,548	41,850	4,582	82,302	72,185	5,060	1,36,315	1,37,864		N.-W. P. & O.
262	546	4,109	21,621	48,207	57,684	...	...	...	21,883	48,753	61,793		Punjab.
2,998	236	3,559	5,64,763	3,69,272	5,61,752	...	...	...	5,67,761	3,69,508	5,65,311		Cent. Provs.
5,501	12,157	9,995	...	...	...	...	...	...	5,501	12,157	9,995		Berar.
158	2,583	9,604	1,74,270	2,41,998	2,54,864	...	...	...	1,74,428	2,44,581	2,64,468		Assam.
...	...	...	23	1,071	398	...	...	...	23	1,071	398		Raj. & C. I.
...	...	...	...	364	40	...	...	...	...	364	40		Nizam's Terry.
													Mysore.
89,525	1,15,312	2,77,161	15,20,580	14,14,824	18,43,547	66,537	1,25,350	1,73,229	16,76,642	16,55,486	22,93,937		TOTAL.
													WHEAT—
...	...	...	...	...	86	...	...	...	...	...	86		Madras.
...	...	...	1,06,977	1,25,387	74,897	...	...	...	1,06,977	1,25,387	74,897		Bombay.
...	...	...	...	...	...	2,84,022	1,10,452	3,49,008	2,84,022	1,10,452	3,49,008		Sind.
1,15,122	54,170	14,284	1	...	...	...	...	...	1,15,123	54,170	14,284		Bengal.
3,18,059	2,72,989	2,00,692	2,33,050	86,976	871	...	...	...	5,51,109	3,59,965	2,01,563		N.-W. P. & O.
2,675	...	1,21,997	92,691	12,250	83,343	6,82,447	27,018	8,51,836	7,77,813	39,268	10,57,176		Punjab.
2,202	51,097	24,686	6,29,680	6,19,103	3,96,569	...	...	...	6,31,882	6,70,200	4,21,255		Cent. Provs.
...	...	...	19,366	12,175	68	...	...	...	19,366	12,175	68		Berar.
...	...	...	...	...	...	...	...	...	...	...	...		Assam.
312	1,856	...	2,11,039	1,71,804	1,89,484	...	...	...	2,11,351	1,73,660	1,89,484		Raj. & C. I.
...	...	...	...	...	...	...	...	...	...	...	...		Nizam's Terry.
...	...	...	...	...	...	...	...	...	...	...	...		Mysore.
4,38,370	3,80,122	3,61,659	12,92,804	10,27,695	7,45,318	9,66,469	1,37,470	12,00,844	26,97,643	15,45,287	23,07,821		TOTAL.
													LINSEED—
...	...	...	...	3,120	23,646	...	...	...	...	3,120	23,646		Madras.
...	...	...	1,78,565	1,71,048	3,69,371	...	...	...	1,78,565	1,71,048	3,69,371		Bombay.
...	...	...	...	...	...	...	1	124	1	...	124		Sind.
1,05,642	47,067	2,85,458	...	...	...	...	...	...	1,05,642	47,067	2,85,458		Bengal.
87,856	15,635	1,04,672	3,146	2,516	5,983	...	...	...	91,002	18,151	1,10,655		N.-W. P. & O.
...	...	...	...	...	...	...	...	566	...	...	566		Punjab.
10,482	5,062	64,045	90,187	1,21,042	1,37,840	...	...	...	1,00,669	1,26,104	2,01,885		Cent. Provs.
...	...	1,513	1,81,831	1,12,292	4,62,507	...	...	...	1,81,831	1,12,292	4,64,020		Berar.
1,423	1,046	909	...	...	...	...	...	...	1,423	1,046	909		Assam.
12,507	1,434	16,408	14,841	28,810	26,904	...	...	...	27,348	30,244	43,312		Raj. & C. I.
...	...	...	1,64,013	1,14,353	1,81,870	...	...	...	1,64,013	1,14,353	1,81,870		Nizam's Terry.
...	...	...	...	18	2	...	...	...	...	18	2		Mysore.
2,17,510	70,244	4,73,005	6,32,583	5,53,199	12,08,123	1	...	690	8,50,494	6,23,443	16,81,818		TOTAL.
													INDIGO—
...	...	...	14	606	680	...	...	...	14	606	680		Madras.
...	...	...	305	343	268	...	...	...	305	343	268		Bombay.
...	...	...	...	...	...	1,143	3,989	971	1,143	3,989	971		Sind.
5,131	6,124	6,549	...	...	...	...	...	...	5,131	6,124	6,549		Bengal.
3,801	546	3,064	27	...	74	...	...	...	3,828	1,150	3,138		N.-W. P. & O.
...	...	248	2	3	1	1,148	1,635	728	1,150	1,638	977		Punjab.
...	...	...	...	1	...	...	...	...	...	1	...		Cent. Provs.
...	...	...	...	...	...	...	...	...	...	...	...		Berar.
...	...	...	...	...	...	...	...	...	...	...	...		Assam.
...	...	...	452	565	588	...	...	...	452	565	588		Raj. & C. I.
...	...	...	...	...	...	...	...	...	...	...	...		Nizam's Terry.
...	...	...	...	...	...	...	...	...	...	...	...		Mysore.
8,932	6,670	9,861	800	1,318	1,611	2,291	5,624	1,699	12,023	13,812	13,171		TOTAL.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 15TH APRIL 1893, AND FROM 1ST JANUARY TO 14TH APRIL 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 15th April 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 14th April 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 15th April 1893.	Earnings from 1st January to 14th April 1894.	Increases during the 1st-half of 1894.	Decreases during the 1st-half of 1894.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	10,14,199	621	1,634	10,69,410	654	1,53,94,522	1,67,22,389	13,27,867	...
Bengal-Nágpur	180	863	1,84,113	213	862	1,73,844	202	25,01,480	20,53,912	1,52,432	...
Indian Midland	145	752	1,38,597	184	752	1,34,006	178	17,23,039	17,95,330	72,291	...
Bezwada Extension	96	21	1,738	83	21	1,614	77	33,187	22,890	...	10,297
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	4,87,976	287	1,719	5,61,980	327	74,87,423	79,06,739	4,19,316	...
South Indian	157	1,043	1,56,832	150	1,042	1,46,459	141	23,51,793	20,24,935	...	3,26,858
Southern Mahratta (*b*)	109	1,107	1,34,146	121	1,164	1,35,031	116	17,31,372	18,28,270	96,898	...
Bengal and North-Western (*c*)	162	756	1,29,641	171	756	1,39,540	185	18,24,809	17,25,225	...	99,644
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	15,193	68	231	22,408	97	2,43,625	3,14,237	70,612	...
Pálanpur-Deesa	...	...	...	...	17	1,010	59	...	12,061	12,061	...
TOTAL	272	8,098	22,62,435	279	8,198	23,85,302	291	3,32,91,319	3,50,05,988	17,14,678	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,90,085	235	2,507	6,59,337	263	87,50,754	95,65,974	8,15,220	...
Oudh and Rohilkhand (state)	272	692	2,04,000	295	741	2,39,423	323	28,14,478	31,17,403	3,02,925	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,66,531	214	813	1,83,120	225	29,80,447	35,09,774	6,10,327	...
Bengal Central (*e*)	120	125	13,522	108	125	14,230	114	2,33,733	2,25,139	...	8,594
East Coast (state)	55	91	7,156	79	266	25,714	97	(*f*)42,854	3,00,000	2,63,146	...
Metre gauge—											
Burma (state)	224	715	1,20,013	168	730	1,14,977	157	27,84,180	24,64,054	...	3,20,126
Special gauges—											
Jorhát (state provincial)	46	28	874	31	28	764	27	15,656	15,922	266	...
Cherra-Companyganj (state provincial)	58	8	529	66	8	423	53	7,575	6,805	...	770
TOTAL	231	4,945	11,02,710	223	5,218	12,37,988	237	1,76,38,077	1,93,01,071	16,62,394	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	10,76,304	722	1,490	9,51,176	638	1,38,15,155	1,40,71,032	2,55,877	...
Bombay, Baroda and Central India	765	461	4,07,751	884	461	4,12,000	894	49,21,435	49,84,709	62,774	...
Madras	242	840	2,06,146	245	840	1,75,755	209	30,85,927	28,90,312	...	1,95,615
TOTAL	575	2,791	16,90,201	606	2,791	15,38,931	551	2,18,22,517	2,19,45,553	1,23,036	...
TOTAL (Guaranteed and State)	304	15,834	50,55,346	319	16,207	51,62,221	319	7,27,52,504	7,62,52,612	35,00,108	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	27,828	173	161	37,038	230	3,45,171	4,40,849	95,678	...
Tarkessur	277	22	13,203	600	22	13,569	617	1,01,245	1,05,830	4,585	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	12,291	183	67	8,872	132	1,02,231	1,35,550	33,319	...
Dibru-Sadiya	126	78	10,321	132	78	9,516	122	1,44,344	1,57,741	13,397	...
TOTAL	142	328	63,643	194	328	68,995	210	6,92,991	8,39,970	1,46,979	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	64,913	195	333	69,119	208	9,00,965	8,71,614	...	29,351
The Gaekwar's Petlád	103	13	1,372	106	13	1,220	94	20,940	18,482	...	2,458
Rájpura-Bhátinda	124	108	17,108	158	108	14,774	137	1,95,685	2,20,826	31,141	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	32,848	99	362	26,396	73	5,13,276	4,49,785	...	63,491
The Gaekwar's Mehsána	80	93	10,675	115	93	8,680	93	1,15,074	1,30,570	20,902	...
Kolhápur	83	29	1,973	68	29	2,656	92	36,604	38,359	1,755	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	6,122	85	72	4,960	69	91,234	81,154	...	10,080
TOTAL	125	979	1,35,011	138	1,010	1,27,805	127	18,74,378	18,22,790	...	51,582
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	53,420	160	334	49,690	149	6,94,644	6,49,257	...	45,387
Jetalsar-Rájkot	24	26	(*i*)1,125	43	46	3,177	69	(*i*) 1,125	43,084	42,559	...
Jodhpur-Bickaneer	53	364	17,145	47	364	22,400	62	2,79,497	4,01,780	1,22,283	...
Special gauge—											
Morvi	70	94	5,560	59	94	6,230	66	90,856	97,903	7,047	...
TOTAL	93	818	77,250	94	838	81,497	97	10,66,122	11,92,624	1,26,502	...
GRAND TOTAL	282	17,959	53,31,250	297	18,383	54,40,518	296	7,63,85,995	8,01,78,002	37,22,007	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godavari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th to 15th April 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 27th April, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. II of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 15th April 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 14th April 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st to 15th April 1893.	Earnings from 1st to 14th April 1894.	Increases in 1894-95.	Decreases in 1894-95.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	580	1,634	10,14,199	621	1,634	10,69,410	654	22,33,185	22,08,672	...	24,513
Bengal-Nágpur	140	863	1,84,113	213	862	1,73,844	202	4,22,519	3,46,154	...	76,365
Indian Midland	129	752	1,38,597	184	752	1,34,006	178	2,79,590	2,50,264	...	29,326
Bezwáda Extension	80	21	1,738	83	21	1,614	77	3,966	3,166	...	800
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	4,87,976	287	1,719	5,61,980	327	10,36,198	10,91,020	54,822	...
South Indian	139	1,043	1,56,832	150	1,042	1,46,459	141	3,40,430	2,88,517	...	51,913
Southern Mahratta (*b*)	87	1,107	1,34,146	121	1,164	1,35,031	116	2,89,799	2,68,031	...	21,768
Bengal and North-Western (*c*)	137	756	1,29,641	171	756	1,39,540	185	2,68,117	2,76,730	8,613	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	15,193	68	231	22,408	97	34,037	52,047	18,010	...
Pálanpur-Deesa	...	...	...	...	17	1,010	59	...	1,920	1,920	...
TOTAL	243	8,098	22,62,435	279	8,198	23,85,302	291	49,07,841	47,86,521	...	1,21,320
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	201	2,509	5,90,085	235	2,507	6,59,337	263	12,92,724	13,36,299	43,575	...
Oudh and Rohilkhand (state)	235	692	2,04,000	295	741	2,39,423	323	4,48,981	4,69,813	20,832	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	1,66,531	214	813	1,83,120	225	3,87,537	4,02,090	14,553	...
Bengal Central (*e*)	120	125	13,522	108	125	14,230	114	30,513	29,450	...	1,063
East Coast (state)	...	91	7,156	79	266	25,714	97	(*f*)15,246	45,565	30,319	...
Metre gauge—											
Burma (state)	194	715	1,20,013	168	730	1,14,977	157	2,98,518	2,43,120	...	55,398
Special gauges—											
Jorhát (state provincial)	46	28	874	31	28	764	27	2,382	1,800	...	582
Cherra-Companyganj (state provincial)	47	8	529	66	8	423	53	1,185	835	...	350
TOTAL	217	4,945	11,02,710	223	5,218	12,37,988	237	24,77,086	25,28,972	51,886	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	10,76,304	722	1,490	9,51,176	638	22,49,386	18,47,116	...	4,02,270
Bombay, Baroda and Central India	605	461	4,07,751	884	461	4,12,000	894	8,58,663	7,83,000	...	75,663
Madras	226	840	2,06,146	245	840	1,75,755	209	4,37,676	3,51,631	...	86,045
TOTAL	442	2,791	16,90,201	606	2,791	15,38,931	551	35,45,725	29,81,747	...	5,63,978
TOTAL (Guaranteed and State)	271	15,834	50,55,346	319	16,207	51,62,221	319	1,09,30,652	1,02,97,240	...	6,33,412
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	27,828	173	161	37,038	230	64,212	1,29,048	64,836	...
Tarkessur	252	22	13,203	600	22	13,569	617	23,172	23,351	179	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	12,291	183	67	8,872	132	27,911	18,391	...	9,520
Dibru-Sadiya	123	78	10,321	132	78	9,516	122	21,594	21,771	177	...
TOTAL	135	328	63,643	194	328	68,995	210	136,889	1,92,561	55,672	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	64,913	195	333	69,119	208	1,49,320	1,27,835	...	21,485
The Gaekwar's Petlád	96	13	1,372	106	13	1,220	94	2,942	2,430	...	512
Rájpura-Bhátinda	92	108	17,108	158	108	14,774	137	36,660	29,842	...	6,818
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	32,848	99	362	26,396	73	69,500	55,818	...	13,682
The Gaekwar's Mehsána	59	93	10,675	115	93	8,680	93	21,582	18,830	...	2,752
Kolhápur	67	29	1,973	68	29	2,656	92	4,810	9,736	4,926	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	6,122	85	72	4,960	69	18,628	9,940	...	8,688
TOTAL	107	979	1,35,011	138	1,010	1,27,805	127	3,03,442	2,54,431	...	49,011
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	53,420	160	334	49,690	149	1,19,142	95,742	...	23,400
Jetalsar-Rájkot	...	26	(*i*) 1,125	43	46	3,177	69	(*i*) 1,125	5,761	4,636	...
Jodhpur-Bickaneer	60	364	17,145	47	364	22,400	62	40,251	53,100	12,849	...
Special gauge—											
Morvi	65	94	5,560	59	94	6,230	66	10,974	12,163	1,189	...
TOTAL	86	818	77,250	94	838	81,497	97	1,71,492	1,66,766	...	4,726
GRAND TOTAL	251	17,959	53,31,250	297	18,383	54,40,518	296	1,15,42,475	1,09,10,998	...	6,31,477

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwáda-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th to 15th April 1893.

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 18.} CALCUTTA, SATURDAY, MAY 5, 1894.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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 pra (*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	...	...	...	...	12 9	12 9	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	13 12	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 1	11 3	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 7	14 7
Bassein	...	...	...	...	14 6	14 6	16 15	16 15	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	14 3	12 12	15 9	13 13	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	13 9	13 9	13 9	13 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	14 5	14 5	18 15	18 15	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	16 2	16 2	18 9	18 9	...	...	...	...	...	...	...	...	12 6	12 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	16 12	16 2	...	...	14 0	12 12	17 4	17 4	...	...	...	...	...	...	...	...	16 0	16 0	‡	22 9	11 10	13 14	245 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	...	*	...	...	12 0	12 0	13 13	13 13	27 8	28 7	...	...	...	...	...	...	12 5	12 5	26 15	27 12	10 3	10 3	82 0	82 0	15 2	16 0
Bamo	...	...	...	...	7 10	7 10	9 6	9 6	...	...	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	10 10	10 10	13 0	12 12	36 0	37 0	...	...	...	...	...	...	15 0	15 0	...	...	5 9	5 9	113 0	113 0	11 15	11 15
Meiktila	...	...	...	...	15 0	15 3	16 0	16 4	...	...	...	...	...	...	...	...	18 5	18 4	51 5	35 2	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	16 0	15 7	18 11	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 6	19 12
Kyaukpyu	...	...	...	...	12 11	11 7	13 9	12 11	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	18 0	16 8
Akyab	...	...	...	...	12 8	12 8	15 8	15 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	220 0	220 0	13 0	13 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	9 5	8 5	10 8	9 2	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	...	...	9 8	9 8
Cachar	7 8	8 0	...	...	6 4	6 8	9 8	9 0	...	...	...	...	...	...	...	...	13 4	14 0	...	...	...	...	80 0	80 0	8 0	8 0
Khási and Jaintia Hills	6 0	6 0	...	...	4 4	4 0	5 8	5 8	...	...	...	...	...	...	...	...	7 8	7 8	10 0	10 0	...	...	80 0	80 0	5 8	5 8
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
[illegible]	17 0	16 0	...	...	6 8	6 8	11 8	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	100 0	100 0	10 0	10 0
[illegible]	9 0	8 8	...	...	8 8	8 0	11 0	13 0	...	...	...	...	...	...	...	...	12 8	12 0	...	...	...	...	40 0	40 0	10 0	10 0
[illegible]	9 0	9 0	...	...	8 0	8 0	10 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 0	10 0
[illegible]	...	...	...	...	6 8	8 0	11 0	12 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
[illegible]	...	...	...	...	10 0	8 8	13 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	8 0
[illegible]	7 12	7 12	...	...	6 4	6 4	9 8	10 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	130 0	130 0	9 8	9 8

Bengal—																										
Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tipperah(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naga Hills	...	...	...	...	4 8	4 8	5 0	...	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 11	8 6	12 0	11 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 10	11 4	80 0	80 0	10 8	10 0
Noakhali	...	...	...	...	10 0	9 4	11 8	11 0	...	...	...	...	...	...	...	...	13 0	12 8	...	...	...	...	...	...	8 8	8 0
Chittagong	11 0	11 0	...	...	11 0	10 0	12 8	11 14	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	80 0	80 0	10 0	10 0
Tippera	10 0	10 0	...	...	9 8	9 0	11 0	10 8	...	...	...	...	...	...	...	...	16 0	14 0	...	...	7 0	8 0	...	...	8 0	8 0
Dacca	12 0	12 0	...	...	10 0	8 8	12 0	12 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	20 0	20 0	120 0	120 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	100 0	8 0	8 0
Delhaic—																										
Khulna	...	...	...	...	11 8	10 8	13 4	13 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	10 8	12 0	160 0	160 0	8 12	8 0
24-Parganas	13 0	13 0	20 0	18 0	8 0	8 0	13 0	13 0	18 0	16 0	...	...	...	...	...	...	20 0	20 0	20 0	16 0	17 0	17 0	100 0	100 0	10 8	10 8
Midnapore	11 0	11 0	...	...	12 13	10 2	15 10	15 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 8	18 8	200 0	200 0	10 4	10 4
Howrah	...	...	...	...	10 0	10 0	12 5	12 0	...	...	...	...	...	...	...	...	...	...	...	...	12 0	11 5	105 0	105 0	10 0	10 0
Calcutta	13 14	13 5	16 9	16 9	7 9	7 9	10 5	10 2	18 12	20 0	15 9	15 9	...	...	...	...	7 4	7 12	16 13	16 6	21 0	21 0	18 4	18 13	11 3	11 3
Hooghly	14 6	14 6	20 8	20 8	8 4	8 4	11 8	11 8	...	...	...	...	...	...	...	...	...	...	15 0	15 0	...	...	94 0	94 0	10 0	10 0
Nadiá (Krishnagar)	19 8	16 12	21 4	24 6	8 0	8 0	13 1	13 1	...	...	...	...	...	...	...	...	...	...	21 8	22 13½	...	...	128 0	128 0	10 0	10 5
Jessore	14 4	12 0	...	...	10 0	10 0	12 12	13 0	...	...	...	...	...	...	...	...	...	...	16 0	13 0	...	...	120 0	120 0	10 0	10 0
Faridpur	16 0	17 0	16 0	16 0	7 8	7 8	12 4	12 0	...	...	...	...	...	...	...	...	...	...	10 0	10 0	...	...	200 0	200 0	9 12	9 8
Central—																										
Bankura	16 4	16 4	...	...	12 10	12 10	17 0	16 4	...	...	...	...	...	...	...	...	17 8	17 8	...	...	13 0	13 0	320 0	320 0	10 0	10 2
Burdwan	16 0	15 0	...	...	12 6	12 12	15 6	15 12	...	...	...	...	...	...	...	...	19 0	18 0	...	...	19 8	20 0	80 0	80 0	10 8	10 8
Birbhum	9 12	9 12	...	...	12 0	12 0	15 12	15 12	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	13 8	200 0	200 0	11 0	11 0
Manbhum	16 0	15 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Santhal Parganas	12 8	12 8	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	21 0	19 0	19 0	140 0	140 0	10 0	10 0
Pabna	18 12	18 12	22 8	22 8	6 0	6 0	18 6	12 6	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	200 0	200 0	9 12	9 12
Bogra	12 0	15 12	...	...	9 12	9 12	13 8	12 12	...	...	...	...	...	...	...	...	12 0	16 14	...	...	...	...	90 0	90 0	8 13	9 0
Rajshahi	16 8	13 8	26 4	30 0	12 0	10 8	13 8	13 2	...	...	...	...	...	...	...	...	24 0	24 0	...	...	24 0	21 3	240 0	240 0	9 0	9 0
Malda	16 0	16 0	...	...	10 0	10 0	15 0	15 0	...	...	16 0	16 0	...	...	13 0	13 0	16 0	16 0	25 0	25 0	13 0	13 0	100 0	100 0	9 0	9 0
Northern—																										
Rangpur	12 13½	13 0	...	...	9 0	9 0	13 12	13 4	...	...	...	...	...	...	...	...	15 0	17 0	...	...	9 8	9 0	80 0	80 0	8 0	9 0
Dinajpur	13 3	12 0	12 0	13 0	12 0	11 0	15 0	14 8	...	...	...	...	...	...	...	...	14 12	14 12	...	...	20 0	19 0	120 0	120 0	9 0	9 0
Jalpaiguri	12 0	13 0	14 0	13 8	9 0	9 0	13 0	13 8	...	...	...	...	...	...	...	...	15 0	16 0	...	...	10 0	10 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 8	12 0	12 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	10 8	10 8	...	...	7 14	7 14	17 1	17 1	...	...	...	...	...	...	...	...	15 1	15 1	...	...	17 11	17 11	80 0	80 0	10 10	10 10
Cuttack	13 2	14 7	...	...	10 8	10 8	15 12	16 7	...	...	...	...	...	...	...	...	15 12†	16 7†	...	...	19 11	19 0	80 0	80 0	10 12	10 12
Balasore	14 0	14 0	8 0	8 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	130 0	130 0	10 0	10 8
Chota-Nagpur—																										
Singhbhum	14 0	12 0	8 0	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	14 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	20 0	20 0	11 0 to 13 0	10 8 to 16 0	15 0 to 16 0	14 8 to 16 0	...	...	16 0	...	...	...	...	...	17 0	17 0	28 0	28 0	18 0	20 0	...	...	10 0	9 2
Lohardaga	7 0 to 11 0	8 0 to 12 0	18 0 to 20 0	18 0 to 20 0	13 0 to 14 0	13 0 to 14 0	17 0	16 0 to 18 0	...	...	...	...	30 0	31 0	...	...	14 0 to 15 0	13 0 to 15 0	18 0	20 0	10 8 and 18 0	10 0 and 17 8	160 0	160 0	9 0	9 0
Palámau	16 14	14 10	23 0	...	11 4	11 4	15 12	15 3	...	...	...	...	...	...	...	...	21 15	21 15	...	23 10	20 4	18 9	...	...	8 6½	8 7
Hazáribágh	12 0	12 0	16 0	14 0	8 0	8 0	13 0 to 15 0	13 0	...	...	...	...	24 0	23 0	...	...	16 0	14 0	18 0	18 0	16 0	14 0	240 0	240 0	8 0	8 0

* Not sold. † Kalai. ‡ Not procurable. (*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	14 11 to 17 14	14 11 to 15 12	22 0	21 0	11 8	10 8	14 11	14 11	...	...	...	...	...	...	12 10	13 10	23 1 to 25 3	24 0	19 15	22 0	21 0 to 22 0	23 1	147 0 to 168 0	126 0 to 168 0	10 8	10 8
Gaya	15 0	14 8	21 0	19 4	10 8	10 4	16 0	16 0	17 4	19 0	15 4	15 4	...	...	13 4	14 4	20 0	22 0	...	...	19 0	19 0	120 0	120 0	9 12	9 12
Patna	15 0 and 17 8	17 0 and 18 0	24 0	25 0	10 0	10 0	16 8	15 8	24 0	16 0	...	...	...	...	16 0	20 0	22 0	23 0	22 0	22 0	25 0	25 0	130 0	130 0	10 0	11 0
Shahabad	12 0	13 0	20 0	20 0	8 0	8 0	13 0 to 16 0	15 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	19 0	140 0	140 0	10 8	10 8
Bihár, north—																										
Purnea	18 0	16 0	...	...	13 0	13 0	16 0	15 0	..	...	...	...	...	...	...	...	10 0	25 0	...	...	16 0	16 0	320 0	320 0	10 0	10 0
Bhágalpur	16 6	15 0	21 7	21 7	12 10	12 10	16 0	16 8	...	...	...	...	...	...	...	...	20 3	20 3	21 7	20 3	17 11	16 6	125 4	125 4	10 1	10 0
Darbhanga	15 6	13 3	27 8	24 3	13 0	13 5	16 0	16 8	...	...	...	...	26 7	24 3	...	...	24 8	23 1	21 8	19 12	23 4	24 3	176 0	176 0	11 0	11 0
Muzaffarpur	13 0	13 0	19 0	20 0	8 0	8 0	13 14	14 8	...	...	...	...	20 0	20 0	...	...	21 8	19 8	20 0	19 0	21 8	21 8	160 0	160 0	11 0	11 0
Saran	14 8	14 8	23 8	22 0	11 0	10 0	14 8	14 8	...	...	...	...	20 0	20 0	16 0	16 0	22 0	21 4	20 0	20 8	24 0	24 0	200 0	200 0	9 12	9 12
Champaran	12 4	12 4	26 0	24 0	8 8	8 8	15 4	15 4	...	...	..	...	...	...	...	...	23 0	23 8	17 8	17 10	22 8	22 12	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	20 0	20 0	8 0	8 0	12 0	12 0	20 0	20 0	19 0	19 0	21 0	21 0	10 0	10 0	20 0	20 0	21 0	21 0	21 0	21 0	100 0	80 0	10 0	10 0
Benares	15 11½	16 4½	21 15	21 6½	8 15	8 15	11 6	11 6	22 12	21 11	19 15	19 13½	...	...	15 9½	15 9½	20 5	20 5	23 14	23 5	21 0	20 9½	110 0	110 0	9 4½	9 4½
Ghazipur	14 0	14 0	19 8	20 8	7 12	7 12	12 0	12 0	20 8	20 8	18 0	18 0	...	...	12 8	12 8	20 8	20 8	20 0	20 0	21 0	21 0	160 0	160 0	9 14	9 14
Jaunpur	15 8	15 8	21 0	21 0	7 0	7 0	11 0	12 0	...	...	...	21 0	...	...	...	...	21 0	21 0	...	...	22 8	22 8	170 0	170 0	10 0	10 0
Allahabad	14 6	14 6	22 12	22 4	10 12	9 0	15 8	13 12	24 0	24 0	22 8	22 0	...	...	20 0	21 0	25 8	25 8	...	...	20 0	21 8	95 0	95 0	10 0	10 0
Central—																										
Bánda	14 12	14 8	20 0	20 0	7 8	7 8	13 0	13 0	27 8	27 8	24 0	24 0	...	...	...	...	26 8	28 0	...	...	16 0	16 0	140 0	140 0	9 8	9 8
Fatehpur	14 8	15 0	24 0	22 0	12 0	12 0	10 0	14 0	...	26 0	...	22 0	...	...	...	...	27 0	27 0	...	...	25 0	25 0	160 0	160 0	10 0	9 8
Hamírpur	15 12	15 8	24 0	21 0	7 8	7 8	12 8	11 8	25 8	26 0	24 0	25 0	...	...	...	...	28 0	32 0	...	...	29 0	32 0	140 0	140 0	10 0	10 0
Jalaun	14 0	14 0	21 0	21 0	9 0	9 0	10 0	10 0	23 0	23 0	20 0	20 0	...	...	16 0	16 0	24 0	24 0	18 0	18 0	24 0	24 0	200 0	200 0	10 8	10 8
Cawnpore	17 0	17 8	28 0	28 0	7 0	7 0	12 0	12 0	24 8	24 0	23 8	24 0	...	...	18 0	18 0	25 0	26 0	24 0	24 8	23 0	23 8	130 0	110 0	10 12	11 0
Etáwah	17 8	16 12	26 12	23 4	5 0	5 0	14 0	14 0	28 4	25 12	25 8	24 8	22 0	22 0	16 0	16 0	26 8	26 0	25 8	24 4	29 0	28 0	160 0	140 0	11 0	11 0
Farukhabad	15 12	15 12	28 0	25 0	5 4	5 4	6 4	6 4	26 12	26 12	28 0	28 0	...	...	...	...	26 12	25 4	...	...	26 12	26 12	140 0	130 0	10 0	10 0
Mainpuri	18 8	18 8	28 0	26 0	4 8	4 8	11 0	11 0	25 8	25 8	22 12	23 0	...	...	...	...	29 0	27 8	25 0	25 0	27 0	...	160 0	160 0	10 4	27 8
Etah	19 0	18 8	30 8	27 8	6 0	6 0	10 8	11 8	24 8	24 8	20 8	21 8	20 8	20 8	10 8	10 8	21 8	21 8	26 8	27 8	16 8	16 8	120 0	120 0	10 8	10 8
Western—																										
Jhánsi	14 4	14 4	28 0	25 0	6 12	6 12	12 0	12 0	23 0	24 0	21 12	22 0	...	...	...	...	25 8	25 8	24 0	24 0	27 0	27 0	160 0	160 0	10 0	10 0
Agra	16 0	16 0	30 0	28 0	5 0	5 0	8 0	8 0	27 0	27 0	24 0	24 0	...	...	10 0	10 0	30 0	30 0	27 0	27 0	18 0	18 0	95 0	95 0	11 0	11 0
Muttra	17 0	17 0	30 0	30 0	7 0	7 0	11 8	11 8	32 0	32 0	26 0	26 0	...	...	8 0	8 0	36 0	36 0	...	...	28 0	28 0	120 0	120 0	10 8	10 8
Aligarh	19 0	19 0	35 0	35 0	5 8	5 4	11 0	11 0	30 0	30 0	26 0	26 0	...	...	16 0	16 8	36 0	36 0	34 0	34 0	35 0	35 0	160 0	150 0	11 0	11 0
Bulandshahr	22 2	20 10	34 0	31 0	6 0	6 0	10 0	10 0	30 0	30 0	22 0	23 0	...	...	13 0	14 0	33 12	33 8	35 0	30 0	20 0	19 0	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	14 8	14 8	23 0	23 0	10 4	10 4	14 8	14 8	23 0	21 0	21 0	21 0	...	...	...	...	23 0	23 0	...	23 0	21 0	20 0	115 0	115 0	11 0	11 0
Azamgarh	13 4	14 12	20 10	20 10	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	20 10	22 2	...	...	16 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	11 10	11 10	19 12	18 0	9 0	9 0	14 6	14 6	...	...	...	...	21 8	21 8	18 0	18 0	19 5	19 5	18 14	18 14	22 0	22 0	140 0	140 0	9 10	9 10
Basti	12 12	13 4	20 0	18 0	9 0	8 8	28 0½	28 0½	12 0	12 0	...	...	15 0	15 0	8 0	8 0	19 0	18 0	21 0	21 0	19 0	19 0	160 0	160 0	10 0	10 0
Shahjahánpur	18 4	17 0	32 0	32 0	8 0	8 0	8 4	8 8	28 0	27 0	26 0	...	20 0	28 0	27 4	26 4	27 0	25 0	22 4	22 4	120 0	...	10 4	10 4
Bareilly	18 8	17 0	30 0	26 0	7 0	7 0	13 4	13 4	26 0	26 0	25 0	25 0	...	...	10 0	10 0	30 0	28 0	28 0	25 0	24 0	22 0	144 0	144 0	10 12	10 12
Moradabad	16 11	16 11	30 0	30 0	13 12	13 12	15 0	15 0	25 0	25 0	20 0	20 0	...	...	...	...	25 10	25 10	27 8	26 8	...	...	135 0	135 0	10 0	10 0
Naini Tal	16 6	15 4	26 15	22 14	5 0	5 0	11 2	11 8	23 15	23 9	19 14	22 4	...	...	15 9	15 10	26 15	25 12	32 12	2 10	19 13	25 0	125 0	125 0	9 5	9 6
Ahmoda	18 0	17 0	35 0	35 0	5 0	4 0	9 0	9 0	29 0	26 4	21 4	21 4	...	...	14 0	14 0	30 0	30 0	35 0	5 0	21 0	21 0	100 0	100 0	10 0	10 0
Bijnor	19 2	18 9	34 14	33 12	10 2	10 2	11 4	11 4	35 0	30 0	22 8	21 4	...	...	22 8	22 8	17 0	17 8	35 0	5 0	9 0	9 0	200 0	160 0	9 6	7 0
Muzaffarnagar	21 8	21 8	35 3	35 3	5 8	5 8	11 0	11 0	27 8	27 8	22 0	22 0	...	...	18 0	18 0	14 0	14 0	...	...	10 0½	10 0½	160 0	160 0	7 8	7 8
Meerut	20 0	18 12	33 0	31 0	5 0	4 8	12 0	12 0	32 0	29 0	22 0	22 8	12 0	12 0	10 0	10 0	31 0	31 0	28 4	27 8	13 3	13 3	132 0	132 0	10 4	10 4
Sahárunpur	20 0	20 0	35 0	35 0	6 0	6 0	9 8	9 0	30 0	30 0	25 0	25 0	30 0	30 0	20 0	20 0	30 0	32 0	31 0	28 0	24 0	24 0	100 0	100 0	10 8	10 8
Dehra Dún	18 0	18 0	28 0	28 0	9 0	9 0	9 8	9 8	25 0	25 0	24 0	24 0	24 0	24 0	...	...	30 0	30 0	31 0	31 0	16 0	16 0	100 0	100 0	10 0	10 0
Garhwál	13 0	13 0	18 0	18 0	7 0	7 0	10 0	10 0	...	...	...	...	23 0	23 0	24 0	24 0	25 0	27 0	25 0	25 0	26 0	26 0	160 0	160 0	10 0	10 0
Oudh—																										
Southern—																										
Partabgarh	18 0	16 4	25 0	22 8	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	25 0	23 8	...	...	16 0	16 8	140 0	140 0	9 15	9 15
Sultanpur	17 8	17 8	23 0	23 8	8 0	8 0	14 0	14 0	23 0	22 8	16 0	16 0	32 0	32 0	18 0	18 0	24 0	23 0	21 0	21 0	25 8	24 8	160 0	160 0	10 0	10 0
Rae-Bareli	18 4	17 0	25 0	22 0	8 0	8 0	14 12	15 0	23 0	23 0	20 8	21 0	23 0	24 0	19 0	19 0	27 0	26 0	23 0	22 0	23 0	22 0	200 0	200 0	10 8	10 8
Unao	16 0	16 0	21 0	21 0	8 0	8 0	14 0	14 0	23 0	23 0	22 0	22 0	...	...	9 0	9 0	26 0	25 0	24 0	24 0	16 0	16 0	160 0	160 0	10 8	10 0
Lucknow	16 0	16 0	24 0	25 0	6 0	6 0	13 0	12 8	23 8	23 8	23 0	23 8	...	...	22 8	24 0	24 0	25 0	23 0	23 0	23 0	23 8	120 0	110 0	10 8	10 0
Hardoi	19 0	21 0	35 0	35 0	5 0	6 0	10 0	14 0	24 0	25 0	25 0	26 0	...	...	...	...	26 0	28 0	32 0	32 0	13 0	16 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	17 0	17 4	25 5	25 5	12 0	12 0	13 12	14 0	23 2½	22 12	21 2½	21 2½	...	...	13 8	13 8	26 10½	26 4	23 10½	23 6½	24 0	24 0	140 0	140 0	10 8	10 8
Barabanki	17 0	15 0	20 0	20 0	6 8	7 8	13 0	14 0	20 0	19 8	18 0	19 0	24 0	24 0	15 0	16 0	27 0	25 0	21 0	20 0	22 0	22 0	120 0	120 0	11 0	11 0
Gonda	17 4	15 4	28 0	20 0	12 0	14 8	14 8	14 8	20 0	20 0	18 0	18 0	...	...	10 0	10 0	24 0	23 8	21 11	21 8	24 8	24 8	200 0	200 0	10 8	10 8
Bahraich	16 0	13 0	24 0	23 0	10 8	10 8	14 0	14 0	25 0	25 0	21 0	21 0	29 0	29 0	10 8	10 8	26 0	25 0	24 0	24 0	26 0	26 0	160 0	160 0	10 8	9 8
Sítapur	18 0	17 0	26 0	26 0	10 0	10 0	12 0	12 0	...	24 0	...	...	...	...	23 0	26 0	26 0	30 0	...	...	29 0	24 0	140 0	140 0	10 0	10 0
Kheri	17 0	17 8	30 0	28 0	7 0	8 0	13 0	12 0	...	26 0	25 0	25 8	15 0	...	14 0	...	30 0	28 0	...	26 4	28 0	25 8	160 0	120 0	9 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	11 14	25 0	25 0	9 6	10 0	11 14	11 14	20 0	18 12	13 12	13 12	...	...	...	...	31 4	31 4	23 12	...	25 0	25 0	...	...	14 2	14 1
Bánswara	18 12	16 14	20 0	...	10 0	7 8	15 0	15 0	...	22 8	...	...	...	...	...	...	37 8	35 0	21 4	20 0	16 4	13 8	...	...	10 0	10 0
Meywar (Oodeypore)	12 8	12 8	34 6	34 6	10 9½	9 6	10 15	10 15	34 6	31 4	20 5	18 12	*Nil*	*Nil*	18 12	16 6½	35 15	26 9	32 13	31 4	10 2½	10 2½	160 0	160 0	9 6	9 6
Sirohee	14 8	14 8	25 0	25 0	5 8	5 8	6 8	6 0	...	...	16 0	15 0	...	...	...	...	25 0	25 0	22 0	22 0	...	...	160 0	160 0	11 8	11 8
Erinpura	16 4	16 5½	31 3	29 0	6 4	6 0	7 4	7 0	25 0	24 0	20 8	20 0	...	...	...	...	32 1	28 14	...	...	...	...	160 0	160 0	11 10	11 9
Ajmere	18 0	18 0	32 0	32 0	5 0	5 0	8 5	8 5	29 0	29 0	25 0	25 5	...	...	15 0	15 0	32 5	30 5	29 13	29 13	...	...	90 0	90 0	12 0	12 0
Abu	13 1 and 14 8	14 1½	22 8	21 8	5 10	5 8	7 4	7 4	16 15	17 0	14 10	14 12	...	...	...	...	18 15	18 2	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	16 0	17 8	33 4	32 0	6 8	9 0	7 8	10 0	34 4	33 8	23 8	24 0	†	†	†	†	30 4	31 8	32 4	32 4	†	†	*	*	12 0	12 4
Boondee	15 0	15 0	31 10	40 8	8 0	8 0	8 0	8 8	37 8	31 4	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	10 12	9 12
Kotah	15 0	14 0	36 0	27 0	8 8	8 0	9 8	9 0	28 0	28 0	12 0	12 0	...	...	...	...	37 8	35 0	30 0	30 0	27 0	27 0	240 0	240 0	10 0	10 0
Jhallawar	13 3	13 1	23 14	21 14	7 12	7 5½	11 8	10 14	23 9	23 9	13 6	13 6	...	...	13 4	14 6½	30 6	29 13	25 7	25 7	9 2½	8 14	175 0	175 0	9 2½	8 14
Tonk	16 0	16 6	33 8	37 0	4 8	4 8	7 0	9 0	37 8	41 0	24 0	24 12	...	...	...	...	35 0	38 0	40 0	40 0	...	...	120 0	120 0	9 0	10 8
Jeypore	17 8	16 4	32 0	31 0	5 0	5 0	7 4	7 4	31 0	33 8	23 12	23 12	†	†	17 0	17 0	32 0	39-0 & 31 0	36 0	35 0	32 0	21 8	95 0	95 0	11 0	11 0
Kerowlee	16 14	18 6	28 12	28 12	9 11	9 10½	10 0	10 0	31 4	31 4	26 4	26 4	...	...	18 12	18 12	31 4	31 0	...	...	37 8	37 8	200 0	200 0	10 0	10 0
Dholpur	17 10½	17 5½	28 1½	29 4	8 2½	8 2½	10 2	10 9½	29 4	29 4	27 14½	26 10½	...	...	16 14	16 14	29 9½	30 3½	...	...	36 4½	33 12	90 0	90 0	10 15½	10 15½
Bhurtpore	19 0	19 5	34 14½	32 13	5 2½	5 2½	5 5½	5 5½	32 4	34 0	24 8	25 0	...	...	11 12	11 12	36 6½	36 5	27 0	28 0	25 0	25 0	120 0	120 0	10 12	10 12
Ulwur	20 12	20 8	37 10	35 12	6 10½	6 10½	8 14½	8 14½	38 6	37 11	25 8	25 10	...	...	16 0	16 0	39 7	38 7	34 12	35 1	30 10	30 10	120 0	120 0	11 8	11 8
Deoli Cantonment	17 8	16 2	42 0	40 15	4 0	4 0	7 0	7 0	39 8	36 12	29 0	29 0	...	...	...	...	38 2	33 0	...	...	...	...	190 0	190 0	11 4	11 4
Nusseerabad Cantonment	17 0	16 0	...	...	6 8	6 8	7 0	7 0	28 0	28 0	20 0	20 0	†	†	...	...	36 0	32 0	...	23 0	23 0	100 0	100 0	11 8	11 8
Hilly Tracts of Meywar	15 0	15 0	37 0	32 0	...	...	15 0	15 0	...	...	...	...	...	...	...	...	37 0	32 0	30 0	26 0	...	...	‖	¶	11 8	11 8
Bálmer	15 8	15 1	...	...	5 3	5 3	7 8	7 8	...	24 12	24 12	...	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	12 8	13 8
Anádra	13 13 and 16 0	15 5½	23 0	23 0	6 2	6 1	8 0	8 5	17 0	17 0	16 0	16 0	...	...	...	...	21 8	20 0	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	14 8	15 0	42 0	39 8	10 0	10 4	13 8	10 8	38 0	26 8	...	24 8	...	...	...	...	34 8	27 8	41 8	39 4	...	...	160 0	160 0	10 12	11 0
Western—																										
Jodhpore	16 4 and 17 8	16 14 and 18 2	30 0	28 2	6 4	6 4	8 12	7 13	25 0	22 8	20 0 and 23 12	20 10 and 21 14	...	...	...	...	30 0 and 31 4	27 8 and 28 12	22 8	22 8	12 8	11 4	...	...	12 13	12 13
Jeysulmere	13 10	14 0	...	...	6 6	7 0	8 0	10 0	...	24 0	24 4	22 0	...	...	...	...	20 4	15 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 8	12 8	...	...	3 0	3 0	6 8	6 8	...	...	20 0	19 12	...	...	...	...	26 0	24 8	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 0	14 0	20 0	20 0	8 8	8 8	9 8	9 8	24 0	24 0	19 0	19 0	...	...	...	...	23 8	...	28 0	28 0	19 8	19 8	120 0	120 0	10 8	10 0
Nimach Cantonment	15 0	15 8	...	...	8 0	8 0	13 0	13 0	30 0	30 0	18 0	18 0	†	†	...	...	33 0	29 8	...	...	26 0	26 0	160 0	160 0	11 8	11 8
Goona	13 8	14 0	20 0	20 0	8 0	8 0	9 0	9 0	21 0	22 0	...	...	...	...	...	...	26 0	26 0	...	22 0	...	...	200 0	200 0	10 0	9 8
Gwalior	15 15	14 0	23 6	23 6	5 5	5 5	8 8	8 8	24 15½	24 7	24 7	24 7	...	...	13 13	13 13	19 10½	19 10½	21 4	21 4	18 1	18 1	191 4	191 0	10 10	10 6

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Six pies per bundle. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat		Barley		Rice, best sort.		Rice, common.		Jawar 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.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	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	22 0	24 0	55 0	54 0	...	...	8 0	11 0	40 0	38 0	30 0	30 0	†	†	†	†	45 0	45 0	†	†	†	†	80 0	100 0	10 8	10 0
Ferozepore	26 0	25 0	54 0	53 0	...	...	9 0	9 0	35 0	35 0	29 0	27 0	‡	‡	23 0	23 0	47 0	42 0	35 0	43 0	11 0	11 0	100 0	100 0	12 12	12 12
Montgomery	24 0	23 0	36 0	36 0	...	...	11 0	11 0	34 0	34 0	25 0	25 0	‡	‡	35 0	35 0	36 0	36 0	34 0	34 0	12 0	12 0	220 0	220 0	13 0	12 12
Central—																										
Gurgáon	23 0	24 0	43 0	38 0	...	...	9 0	8 0	35 0	35 0	25 0	25 0	†	†	†	†	34 0	35 0	24 0	24 0	25 0	25 0	120 0	120 0	10 0	10 0
Delhi	23 0	22 0	38 0	37 0	...	...	12 0	12 0	34 0	30 0	25 0	25 0	†	†	11 0	11 0	34 0	32 0	30 0	30 0	25 0	25 0	70 0	70 0	10 0	10 0
Rohtak	24 0	24 0	35 0	35 0	...	...	12 0	12 0	32 0	33 0	25 0	25 0	†	†	12 0	12 0	36 0	35 0	25 0	25 0	18 0	18 0	100 0	120 0	10 0	11 0
Karnál	24 0	22 0	40 0	40 0	...	...	10 0	10 0	34 0	34 0	22 0	22 0	30 0	30 0	16 0	16 0	42 0	35 0	40 0	40 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	25 0	24 0	45 0	45 0	...	...	9 0	9 0	30 0	32 0	26 0	24 0	‡	‡	25 0	24 0	38 0	36 0	38 0	37 0	11 0	11 0	80 0	80 0	13 0	12 0
Sub-montane—																										
Umballa	25 0	26 0	40 0	40 0	...	...	11 0	11 0	38 0	38 0	23 0	23 0	‡	‡	8 0	8 0	40 0	41 0	42 0	42 0	‡	‡	120 0	120 0	12 12	12 12
Ludhiána	30 0	28 0	60 0	50 0	...	...	13 0	13 0	38 0	40 0	22 0	23 0	‡	‡	20 0	20 0	48 0	46 0	15 0	15 0	‡	‡	100 0	100 0	13 0	13 0
Jullundur	29 0	28 0	48 0	48 0	...	...	10 0	10 0	32 0	32 0	25 0	22 6	‡	‡	19 0	19 0	37 0	37 0	42 0	42 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	26 0	26 0	31 0	33 0	...	...	10 0	10 0	32 0	33 0	22 0	22 0	16 0	16 0	20 0	20 0	36 0	32 0	38 0	37 0	10 0	10 0	110 0	110 0	12 12	12 4
Gurdáspur	30 0	28 0	45 0	40 0	...	...	12 0	14 0	32 0	32 0	26 0	26 0	26 0	26 0	16 0	16 0	38 0	34 0	36 0	36 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	29 0	28 0	44 0	44 0	...	...	10 0	10 0	35 0	31 0	18 0	20 0	†	†	23 0	21 0	37 0	35 0	39 0	36 0	‡	‡	90 0	90 0	12 0	12 0
Hills—																										
Simla	18 0	18 0	25 0	21 0	...	...	8 0	9 0	22 0	22 0	14 0	15 0	20 0	19 0	10 0	12 0	23 0	24 0	24 0	23 0	10 0	10 0	90 0	90 0	9 0	9 8
Kángra	15 0	15 0	21 0	20 0	...	...	11 0	11 0	11 0	11 0	11 0	11 0	21 0	21 0	6 0	6 0	22 0	21 0	19 0	19 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	22 0	22 0	40 0	40 0	...	...	13 0	13 0	32 0	32 0	‡	‡	‡	‡	‡	‡	33 0	33 0	30 0	30 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	25 0	23 0	51 0	41 0	...	...	12 0	13 0	33 0	33 0	31 0	24 0	†	†	16 0	16 0	41 0	38 0	31 0	31 0	†	†	90 0	90 0	13 8	13 0
Gujrát	25 0	24 0	33 0	33 0	...	...	12 0	12 0	28 0	28 0	25 0	25 0	†	†	10 0	10 0	33 0	32 0	29 0	28 0	†	†	110 0	110 0	14 0	13 0
Jhelum	32 0	26 0	50 0	50 0	...	...	13 0	13 0	35 0	34 0	34 0	30 0	†	†	*	12 0	35 0	34 0	32 0	33 0	*	11 0	120 0	140 0	14 0	13 0
Ráwalpindi	25 0	23 0	37 0	34 0	...	...	8 0	8 0	30 0	30 0	29 0	26 0	*	*	20 0	20 0	32 0	31 0	32 0	30 0	*	*	70 0	70 0	13 8	13 8
Hazára	20 0	18 0	29 0	26 0	...	...	11 0	11 0	‡	‡	25 0	20 0	†	†	‡	‡	26 0	24 0	24 0	23 0	†	†	90 0	90 0	11 8	11 0
Pesháwar	21 0	20 0	41 0	39 0	...	...	9 0	9 0	29 0	29 0	23 0	21 0	‡	‡	18 0	18 0	27 0	29 0	32 0	29 0	29 0	28 0	98 0	92 0	43 0	43 0
Kohát	24 0	23 0	52 0	50 0	...	...	12 0	12 0	23 0	23 0	33 0	30 0	‡	‡	20 0	20 0	34 0	34 0	33 0	33 0	‡	‡	200 0	260 0	50 0	50 0
Western—																										
Sháhpur	32 0	28 0	40 0	40 0	...	...	9 0	9 0	32 0	32 0	36 0	36 0	24 0	24 0	24 0	24 0	46 0	46 0	32 0	24 0	†	†	160 0	160 0	13 0	13 0
Jhang	27 0	24 0	45 0	40 0	...	...	10 0	10 0	47 0	40 0	32 0	32 0	40 0	32 0	40 0	35 0	38 0	40 0	40 0	32 0	10 0	10 0	160 0	160 0	11 0	12 0
Mooltan	20 0	20 0	39 0	32 0	...	...	12 0	12 0	30 0	30 0	25 0	23 0	†	†	11 0	11 0	30 0	30 0	30 0	30 0	†	†	90 0	90 0	12 0	12 0
Bannu	39 0	33 0	73 0	54 0	...	...	13 0	12 0	40 0	40 0	43 0	38 0	9 0	7 0	9 0	7 0	78 0	56 0	45 0	47 0	15 0	14 0	90 0	90 0	50 0	50 0
D. I. Khan	33 0	28 0	63 0	50 0	...	...	8 0	8 0	33 0	34 0	32 0	33 0	‡	‡	4 0	4 0	54 0	44 0	18 0	18 0	14 0	13 0	120 0	120 0	43 0	43 0
Muzaffargarh	23 0	23 0	36 0	35 0	...	...	14 0	14 0	22 0	22 0	20 0	20 0	‡	‡	‡	‡	28 0	28 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	20 0	20 0	35 0	30 0	...	...	6 0	6 0	21 0	31 0	26 0	25 0	20 0	20 0	18 0	18 0	29 0	26 0	15 0	15 0	‡	†	100 0	100 0	27 8	27 10
Sind and Baluchistan—																										
Karáchi	16 0	15 0	...	...	8 0	9 0	9 0	10 0	20 0	20 0	15 8	16 0	‡	‡	...	...	21 8	20 0	...	...	9 0 and 11 0	9 0 and 11 0	91 7	91 7	14 8	14 8
Hyderabad	14 8	15 0	...	...	8 0	7 8	10 0	9 8	18 0	19 0	17 0	17 0	‡	‡	...	...	20 0	20 0	...	...	...	...	128 0	128 0	12 12	12 12
Khar and Párkar (Umarkot)	13 2	13 0	...	...	13 3	13 0	16 3	16 0	...	...	18 0	18 0	‡	‡	...	...	8 12	8 12	...	...	...	...	116 6	116 6	12 0	12 0
Sukkur (Shikárpur)	19 8	19 8	...	...	8 0	8 0	10 0	10 0	24 0	24 0	21 0	21 0	‡	‡	...	...	27 8	25 0	...	...	...	...	160 0	160 0	12 0	12 0
Upper Sind Frontier	17 0	17 0	...	...	9 0	9 0	10 0	10 0	26 0	24 0	21 8	21 0	‡	‡	...	...	23 8	24 0	...	...	...	...	213 0	160 0	10 0	10 0
Quetta	16 0	14 0	24 0	24 0	5 0	4 12	9 0	9 0	30 0	29 8	16 0	16 0	‡	‡	6 0	6 0	20 0	20 0	24 0	* 0	9 12	9 0	60 14	55 10	9 8	9 4
Bombay—																										
Konkan—																										
Kanara (Kánara)	9 4	9 4	...	...	10 2	10 2	12 2	12 2	15 3	15 3	13 2	13 2	18 0	18 0	...	...	12 8	12 8	...	...	...	...	249 9	249 9	9 12	9 12
Ratnágiri	9 7	9 7	...	...	10 14	10 14	11 6	11 6	14 7	14 7	14 9	14 9	15 4	14 2	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	9 4	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	*	...	...	...	11 14	11 4	...	...	*	...	112 0	112 0	12 1	12 12
Bombay	11 1	11 1	...	...	5 12	5 12	7 13	7 13	13 8	13 8	14 9	14 9	12 6	12 6	...	...	15 0	15 0	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	14 10	12 12	...	...	13 14	12 0	14 13	13 14	*	*	17 2	15 5	*	*	...	...	17 12	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	17 9	15 13	...	...	10 6	9 14	10 13	10 13	19 6	20 4	19 13	22 8	*	*	...	...	15 10	16 8	...	...	20 6	20 6	100 0	100 0	12 6	11 4
Belgaum	17 3	16 11	...	...	10 3	10 3	10 1	10 1	20 12	19 11	20 15	20 8	24 0	24 0	...	...	16 8	16 4	...	...	18 11	18 2	89 2	86 15	11 0	11 0
Satara	13 0	13 0	...	...	8 14	8 14	10 2	10 2	18 0	18 0	16 0	16 0	*	*	...	...	15 1	15 1	...	...	15 3	15 3	114 0	114 0	12 10	12 10
Sholápur	13 15	13 15	...	...	8 2	8 2	11 11	11 11	20 9	21 7	17 14	19 11	*	*	...	...	20 11	20 11	...	...	20 1	19 3	85 5	85 5	11 10	11 10
Bijápur	17 12	15 1	...	...	6 15	6 15	11 6	11 6	26 2	25 3	21 2	21 2	...	...	...	...	20 9	19 11	...	...	18 4	20 1	80 0	80 0	11 6	11 6
Poona	12 13	12 13	...	...	9 11	9 11	10 13	10 13	18 13	18 13	14 15	16 2	14 13	14 13	...	...	17 4	16 11	...	...	19 10	20 13	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	15 15	15 15	...	...	9 9	8 13	10 9	10 9	22 0	22 0	17 9	16 1	*	*	...	...	20 2	19 7	...	...	20 10	22 2	80 0	91 7	11 11	12 6
Násik	15 12	15 12	...	...	8 14	8 14	10 15	11 10	...	...	14 13	15 9	17 4	18 6	...	...	18 7	18 7	...	...	*	...	116 6	116 6	12 0	12 0
Dhulia (Khandesh)	16 10	16 10	...	...	6 8	6 8	10 6	10 6	21 9	21 9	18 6	17 7	*	*	...	...	16 8	16 8	...	...	*	...	80 0	80 0	10 9	10 9
Gujarat—																										
Surat	12 15	12 8	...	...	7 6	7 6	8 5	8 5	15 12	15 12	13 7	13 14	*	*	...	...	16 3	15 12	...	...	16 3	15 12	91 1	84 4	12 0	12 0*
Broach	14 4	14 8	...	...	7 0	6 12	10 0	10 0	18 8	18 0	14 0	14 0	*	*	...	...	22 0	21 0	...	...	20 0	20 0	100 0	100 0	13 4	13 4
Kaira	16 0	15 8	...	...	9 0	9 0	14 0	14 0	20 0	20 0	17 0	17 0	20 0	20 0	...	...	22 8	22 0	...	...	21 0	21 0	106 11	106 11	13 0	13 0
Baroda (Camp)	11 0	11 0	...	...	7 0	7 0	9 0	9 0	16 0	16 0	14 9	14 8	18 0	18 0	...	...	17 0	16 0	...	...	*	...	91 7	91 7	11 0	11 0
Ahmadabad	14 8	14 8	...	...	11 0	11 8	12 8	12 8	24 0	26 0	18 0	18 8	26 8	28 0	...	...	24 0	24 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Mahals)	13 0	14 0	...	...	10 8	10 0	12 8	12 0	...	...	17 0	17 0	20 0	20 0	...	...	27 8	25 0	...	...	20 0	19 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 8	15 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	18 0	18 0	*	*	...	...	21 0	21 0	...	...	*	*	140 0	140 0	11 0	11 0
Kattywar—																										
Rájkot	13 14	14 15	...	...	6 0	6 0	7 0	7 0	17 6	18 8	13 10	14 13	*	*	...	...	21 4	22 4	...	...	*	*	80 0	80 0	61 3	70 2
Central Provinces—																										
Western—																										
Nimar	18 4	17 1	...	...	6 12	6 12	12 7	12 7	24 13	24 13	...	...	...	...	...	...	20 10	20 10	...	...	13 7	13 7	100 0	100 0	11 6	11 6
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	21 0	21 0	21 0	21 0	...	...	...	...	24 0	24 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	16 6	16 6	...	...	8 1	8 1	11 13	11 14	26 15	26 15	...	...	...	...	...	...	22 11	22 11	...	...	18 0	18 0	160 0	160 0	9 8	9 8
Betúl	18 0	20 9	...	...	...	...	10 13	10 13	27 7	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	16 14	16 14	...	...	7 4	7 4	10 0	11 7	28 14	28 14	...	...	...	...	...	...	25 5	25 5	...	...	16 0	12 0	160 0	160 0	9 2	9 2
Nágpur	18 2	18 2	...	...	10 0	10 0	12 8	12 8	21 14	21 14	...	...	...	...	...	...	20 0	20 0	...	...	13 12	13 12	125 0	125 0	10 8	10 4
Wardha	17 12	17 12	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	20 0	20 0	...	...	14 9	14 9	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	14 0	16 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	27 2	27 2	...	...	24 0	24 0	120 0	120 0	9 2	9 2
Saugor	11 2	14 9	...	...	9 13	9 13	11 1	11 1	18 7	25 15	...	...	...	...	...	...	22 8	22 8	...	...	19 12	19 12	160 0	160 0	9 2	9 2
Damoh	12 12	12 12	...	...	10 1	10 0	10 0	10 0	17 3	17 3	...	...	...	...	...	...	18 0	18 0	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	15 0	14 12	...	...	10 4	10 8	14 0	14 0	20 0	22 0	...	...	...	...	...	...	23 0	24 0	...	...	13 0	14 0	120 0	120 0	9 0	9 4
Baghalkhand (Sutna)	12 11	14 4	24 0	22 8	8 0	8 0	14 8	14 0	22 0	23 0	16 0	20 0	...	...	8 0	8 0	21 8	22 8	27 2	24 0	25 0	21 0	160 0	160 0	9 12	9 12
Mandla	18 8	18 8	...	...	11 0	14 0	13 0	17 0	...	...	...	...	...	...	...	...	30 0	32 0	...	...	16 0	13 0	200 0	200 0	9 0	9 0
Seoni	20 6	24 14	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	24 14	24 14	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	16 0	17 13	...	...	8 0	11 4	16 0	15 0	...	...	...	...	...	...	...	...	16 0	21 0	...	...	13 0	11 0	120 0	125 0	8 0	10 0
Bhandára	18 12	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	18 12	18 12	...	...	13 4	11 12	200 0	200 0	9 0	9 0
Chánda	16 0	16 0	...	...	...	...	12 9	12 13	16 4	16 4	...	...	...	...	...	...	16 10	16 10	...	...	13 2	11 11	320 0	320 0	10 15	10 15
Eastern—																										
Bilaspur	23 10	26 10	...	...	13 8	16 15	19 3	20 1	...	...	...	...	...	...	...	...	21 2	21 2	...	...	23 5	10 14	100 0	120 0	8 0	8 0
Raipur	25 9	26 9	...	...	11 6	12 7	18 4	18 4	...	...	...	...	...	...	...	...	21 4	21 4	...	...	17 8	15 5	90 0	90 0	9 0	9 0
Sambalpur	20 2	20 2	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	17 4	17 4	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	17 0	17 0	...	...	7 0	7 0	10 0	10 0	20 0	20 0	18 0	18 0	...	...	...	...	20 0	20 0	...	...	12 0	12 0	182 0	182 0	10 0	10 0
Básim	15 0	14 0	...	...	7 0	7 0	9 10	9 10	19 5	18 10	15 0	15 0	...	...	...	...	15 13	16 2	...	...	13 3	13 0	78 0	78 0	8 10	8 5
Akola	15 0	15 0	...	...	7 0	7 0	9 0	9 0	18 0	18 0	17 0	17 0	...	...	...	...	19 0	17 0	...	...	12 0	12 0	96 0	96 0	12 0	11 0
Ellichpur	14 8	14 8	...	...	6 0	6 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	16 8	17 0	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Amraoti	15 0	15 8	...	...	7 8	8 4	10 4	9 8	19 8	18 0	16 8	14 8	...	...	...	...	16 0	17 4	...	...	13 8	11 12	80 0	86 0	10 0	10 0
Wún	14 0	14 0	...	...	6 0	6 0	7 0	7 0	19 0	19 0	11 0	11 0	...	...	...	...	15 0	15 0	...	...	20 0	20 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 3	11 4	*	*	6 13	6 13	10 14	10 14	13 3	13 3	17 12	17 12	24 14	24 14	*	*	14 7	12 15	*	*	17 12	17 12	85 0	85 0	8 12	8 12
Boláram	12 13	11 11	*	*	7 0	7 0	10 8	10 6	17 2	16 12	*	*	*	*	*	*	14 13	14 7	*	*	*	*	116 14	116 14	8 14	8 12
Chadarghat	11 0	10 0	*	*	10 8	10 0	13 0	12 8	17 6	17 0	21 0	21 0	*	*	*	*	15 0	15 8	*	*	*	*	120 0	120 0	9 0	9 4

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1894—*concluded*.

QUANTITIE PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley		Rice, best sort.		Rice, common.		Jawar 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*).		Finkwood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	10 14	11 5	11 5	●	●	●	●	19 11	19 11	...	...	12 8	13 0	...	...	14 8	14 8	96 0	96 0	10 4	10 4
S. Canara	8 8	8 8	...	...	10 10	10 10	12 0	12 0	●	●	●	●	19 5	19 5	...	...	14 0	14 0	13 0	...	14 11	14 11	90 0	90 0	10 0	10 0
South, central—																										
Coimbatore	11 8	11 8	...	...	11 11	11 11	12 11	12 11	17 13	17 13	17 8	17 8	21 5	21 5	...	...	12 8	13 0	...	...	16 0	16 0	150 0	150 0	10 0	10 0
Nilgiris	7 13	7 13	...	...	8 0	8 0	8 13	8 13	16 14	16 14	15 6	14 0	16 10	16 10	...	...	11 0	11 0	...	...	18 0	18 0	224 0	224 0	8 8	8 8
Salem	9 6	9 6	...	...	9 13	10 5	13 3	13 3	20 8	20 8	18 0	19 11	23 14	●	...	...	14 0	14 0	...	...	12 0	12 0	200 0	200 0	9 0	9 0
Central—																										
Bellary	12 8	11 8	...	...	10 3	10 3	10 13	10 13	25 3	23 3	●	●	23 5	23 5	...	...	12 8	13 0	...	...	8 0	8 0	240 0	240 0	9 0	9 0
Anantapur	8 10	8 10	...	...	11 3	11 13	13 14	13 14	20 10	20 10	22 13	22 13	22 11	●	...	...	14 0	14 0	...	...	16 13	17 14	272 0	272 0	10 8	10 8
Cuddapah	12 8	11 ●	...	...	9 14	10 5	12 6	12 6	17 6	17 0	18 2	20 10	●	●	...	...	15 0	15 0	...	...	20 0	20 0	320 0	320 0	9 8	9 8
Kurnool	10 13	10 13	...	...	10 11	10 11	11 6	11 6	25 5	24 5	20 0	●	25 8	25 8	...	...	15 0	15 0	...	...	20 0	20 0	...	...	...	...
East Coast, north—																										
Ganjam	●	●	...	...	10 11	10 11	12 6	11 0	21 2	20 8	22 13	22 13	21 10	21 10	...	...	12 8	13 0	...	...	14 8	14 8	96 0	96 0	10 4	10 4
Vizagapatam	12 ●	12 0	...	...	8 14	9 6	10 3	10 3	20 10	21 10	24 10	22 11	23 3	23 3	...	...	13 0	13 0	13 0	...	14 11	14 11	90 0	90 0	10 0	10 0
Godavari	10 13	10 13	...	...	9 6	9 6	12 0	12 0	15 6	15 6	24 10	●	25 8	25 8	...	...	14 0	14 12	...	...	14 8	14 8	150 0	150 0	10 0	10 0
East Coast, central—																										
Kistna	7 8	9 14	...	...	10 14	10 14	11 10	11 10	19 0	17 13	●	●	28 5	29	...	...	12 8	13 0	...	...	16 0	16 0	224 0	224 0	10 0	10 0
Nellore	9 10	9 10	...	...	11 2	11 2	14 13	14 13	19 10	20 10	24 10	●	21 2	21	...	...	8 0	8 0	...	...	13 0	13 0	200 0	200 0	8 8	8 8
East Coast, south—																										
Madras	11 6	11 6	...	...	10 8	10 8	11 11	11 5	16 10	16 10	17 13	18 3	19 8	19	...	...	15 0	15 0	...	...	16 0	16 0	240 0	240 0	9 0	9 0
Chingleput	●	●	...	...	9 0	9 6	11 5	11 5	●	16 6	14 14	12 8	18 8	18	...	...	15 0	15 0	...	...	16 0	16 0	272 0	272 0	10 8	10 8
N. Arcot	7 11	7 11	...	...	9 6	9 6	11 5	11 5	18 3	18 6	16 8	16 8	20 8	20	...	...	15 0	15 12	...	...	17 14	17 14	320 0	320 0	9 8	9 8
S. Arcot	6 3	7 0	...	...	12 3	11 11	14 0	14 0	●	14 5	14 8	14 8	21 14	21	...	...	15 0	15 0	...	...	20 0	20 0	...	...	...	...
Tanjore	7 6	8 2	...	...	14 8	14 8	15 0	15 0	16 8	16 8	14 8	14 8	20 6	21	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly	7 6	6 10	...	...	13 0	13 0	13 6	13 6	●	16 8	19 2	14 8	20 5	●	...	...	...	...	...	...	...	...	...	...	...	...
Southern—																										
Tinnevelly	9 3	9 3	...	...	10 5	11 2	12 13	12 6	17 13	15 6	17 10	14 11	23 3	26	...	...	20 0	20 0	...	...	20 0	20 0	...	...	...	...
Madura	8 8	8 8	...	...	12 10	11 5	13 2	11 13	●	13 6	17 10	15 6	23 3	25	...	...	9 4	9 4	...	...	9 4	9 4	...	...	...	...
Mysore—																										
Mysore	10 4	10 4	8 4	8 4	9 0	8 4	10 12	10 8	25 0	24 0	16 0	23 0	26 0	24 0	12 8	13 0	12 8	13 0	13 0	14 0	14 0	14 0	96 0	96 0	10 4	10 4
Bangalore	10 10	10 2	9 8	9 8	8 0	8 0	8 8	8 8	23 8	23 8	18 0	...	29 10	26	14 0	14 0	10 4	10 0	14 0	14 0	14 0	14 0	90 0	90 0	10 0	10 0
Kolar	9 4	8 12	7 4	7 0	10 8	10 8	12 0	12 0	20 0	20 0	18 0	18 0	29 0	29	10 0	10 0	10 8	10 8	14 8	14 0	16 0	16 0	150 0	150 0	10 0	10 0
Tumkur	12 0	12 0	9 0	9 0	9 0	9 0	12 0	12 0	22 0	22 0	28 0	32 0	32 0	32	11 0	11 0	12 0	12 0	15 0	15 0	15 0	15 0	224 0	224 0	8 8	8 8
Hassan	...	...	8 8	8 8	10 0	9 7	12 0	10 8	...	...	...	...	...	...	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	200 0	200 0	9 0	9 0
Kadur	9 0	9 0	10 0	10 0	10 0	9 7	13 10	13 10	27 5	27 13	28 0	...	32 0	32	14 11	15 0	15 0	15 0	15 0	15 0	15 0	15 0	240 0	240 0	9 0	9 0
Shimoga	12 10	11 0	...	15 0	9 7	11 0	13 0	13 0	38 0	36 0	28 0	28 0	44 0	40	15 12	15 0	15 0	15 0	15 0	15 0	15 0	15 0	272 0	272 0	10 8	10 8
Chitaldroog	15 0	14 0	16 0	...	11 0	11 0	13 0	13 0	38 0	35 11	...	...	...	...	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	320 0	320 0	10 8	10 8
Coorg—																										
Coorg	8 0	8 0	7 8	7 8	10 8	10 8	14 0	13 8	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	110 0	110 0	10 8	10 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	●	●	9 4	9 4	9 4	9 4	9 4	9 4	9 4	9 4	56 0	56 0	32 0	32 0

● Not sold.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, April 28th, 1894.

General Summary.—With the cessation of the snowfall in Upper Sikkim temperature in North-Eastern India began to rise and pressure to give way. The fall of pressure continued till the morning of the 27th, when pressure rose slightly owing to the action of numerous thunderstorms in Bengal and Burma only to fall again rapidly next day in sympathy with a general fall of pressure over the whole of the country. The fall was largest in Northern India, and was also large in Burma, where it was caused by the advance of a cyclonic storm from the Andaman Sea into the Gulf of Martaban. A feeble and temporary advance of humid winds which has been giving unusually heavy rain for the time of the year in Malabar and Ceylon would appear to have reached the Tenasserim Coast and Lower Burma at the commencement of the week. Rain was reported from stations in that area on nearly every day of the week, and on the morning of the 27th a slight fall of the barometer at Diamond Island and a cyclonic tendency in the winds at the Lower Burma Coast stations indicated the possibility of a depression having formed in the Andaman Sea to the south, which was confirmed next day by a rapid fall of pressure and the appearance of a cyclonic storm of some intensity in the Gulf of Martaban.

At the commencement of the week a brisk fall of pressure intensified the depression in Sind, and by the morning of the 23rd it had moved north-eastwards into the Punjab, giving thunderstorms and light showers of rain to a few stations in that province. But it broke up among the Punjab Hills during the next twenty-four hours, and a very rapid rise of pressure took place in the Punjab and Upper Sind, due partly to the filling up of this depression, and partly to an inrush of cool and very dry air from the Afghanistan and Baluchistan plateau area, indicated by strong winds from the north and west at the Upper India frontier stations. These winds caused an abnormally large decrease of humidity in Upper India. At Peshawar the humidity percentage on the 24th was only 14 as against 85 per cent. on the previous day, showing a decrease of 71. The cool wave thus introduced advanced eastwards, lowering the temperature of North-Western and Central India to below the normal; but its effects did not last long, and by the morning of the 26th temperature had again commenced to rise in the north-west.

The mean temperature for the whole of India for the week was normal.

Daily Summary.—*Sunday.*—Pressure had given way briskly in Rajputana and the Punjab, and the Sind depression had extended eastwards; but its very shallow and diffused character made it of little importance. Easterly winds continued in the Gangetic plain. Showers of rain were reported from Burma, Bengal, and the Bombay Deccan. Tavoy received 2·80 inches, False Point 1·02 inches, and Dhubri and Poona a little more than a third of an inch.

Monday.—Pressure had fallen briskly to rapidly in the Punjab, causing the transference of the Upper India depression to the Central and East Punjab. Pressure had also given way in the Central Provinces, and a very shallow depression was shown in that area. Pressure continued to fall slightly in North-East India. Winds were strong in the Punjab and were cyclonic in direction at Murree and Cherat. Rain fell in the North Punjab, Bengal, and South India, but the heaviest fall was only 0·54 inch at Naraingani.

Tuesday.—A wave of cool dry air from Afghanistan and Baluchistan had caused a very rapid rise of pressure in the Punjab and a large decrease in humidity. Peshawar registered the abnormally large decrease of 71 in the humidity percentage and Cherat a decrease of 50. Pressure had continued to give way

slightly in North-Eastern India, and shallow depressions were shown covering Central and Upper Burma and the Central Provinces and Chota Nagpur. Temperature had decreased very rapidly in Baluchistan, Sind, and Rajputana, and rapidly in the Punjab. Jalpaiguri received 0·51 inch of rain, and a few other stations reported light showers.

Wednesday.—Pressure had given way generally, but somewhat irregularly, and the changes did not appreciably affect the pressure distribution. Westerly winds had set in over the western and central districts of the North-Western Provinces. Temperature had fallen over the whole of North-Western and Central India. Remarkably low humidities were recorded over the whole of North-Western and Central India, Berar, and the Central Provinces. Moderately heavy rain had fallen in Tenasserim, North Bengal, Malabar, and Ceylon. Calicut reported 1·94 inches, Colombo 1·45 inches, Tavoy 1·15 inches, and Jalpaiguri 1·12 inches.

Thursday.—Pressure was in moderate to considerable defect in Assam, Burma, and the Peninsula. The area of deficient pressure in Southern India was of the most importance. Westerly or north-westerly winds prevailed generally in the North-Western Provinces and were extending into Bihar. Rain was received in Southern India, Ceylon, Assam, and Sikkim. Colombo reported a fall of 2·32 inches, Mysore 1·97 inches, Calicut 1·3 inches, and Dhubri 1·34 inches.

Friday.—Pressure had increased over nearly the whole of India, but the changes, though not large, were irregular. Rain continued in Ceylon, Burma, Assam, and Southern India, and showers were also reported from Bengal. Falls of one inch and above were registered at Bassein (1·49 inches), Sibsagar (1·86 inches), Dinajpur (1·75 inches), Toungoo (1·48 inches), Mangalore (1·07 inches), and Berhampore (1·00 inch).

Saturday.—A brisk to rapid fall of pressure had taken place over the whole of Northern India and Burma. Pressure was in large defect in the north of the Andaman Sea, where a depression of some importance had formed. Winds were cyclonic in direction at the Lower Burma Coast stations, and had increased very rapidly in strength, their velocity at Diamond Island at 8 A.M. being 24 miles per hour. Winds were unchanged in direction and strength at the head of the Bay. Light showers of rain were reported from Burma and the south of the Peninsula, the only fall exceeding half an inch being one of 1·69 inches registered at Khammamet.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	April 1894.							Mean variation of week.
	22nd.	23rd.	24th.	25th.	26th.	27th.	28th.	
	°	°	°	°	°	°	°	°
Burma	−0·9	0	+0·2	+1·0	+1·9	+0·9	+1·1	+0·6
Bengal and Assam . .	−2·8	−0·9	+0·6	+1·6	+1·1	+0·5	+1·1	+0·2
North-Western Provinces and Oudh.	−2·0	+1·1	+3·4	+0·3	−0·5	−3·1	−3·0	−0·5
Punjab	+1·8	+3·3	−0·5	−5·2	−3·6	−3·4	−2·4	−1·4
Bombay	+0·9	+2·2	+2·0	+1·7	+0·3	−0·8	−0·9	+0·8
Central Provinces and Berar .	−0·7	+2·1	+3·1	+3·6	+1·7	−1·3	−2·5	+0·9
Central India and Gujarat .	+3·5	+5·2	+1·7	−1·6	−2·7	−2·6	−3·1	+0·1
Sind and Rajputana . .	+6·1	+5·7	−2·3	−5·1	−4·6	−3·3	−4·0	−1·1
Madras	−1·4	−0·5	+0·3	+1·3	−0·1	−2·0	−1·5	−0·6
Mean for whole of India .	+0·5	+2·0	+0·9	−0·3	−0·7	−1·7	−1·7	−0·1

Higher temperatures than usual obtained at the commencement of the week, especially in Central India, Gujarat, Sind, and Rajputana; but the advance of the cool wave from the north-west, which has already been referred to, reduced temperature in several provinces to below normal, and on the last two days of the week temperature was in defect everywhere, except in Burma and Bengal. The mean temperature of the week was nearly normal in every province, except in the Punjab, Sind, and Rajputana, where it was slightly in defect. The mean temperature for the whole of India was two degrees in excess on the 23rd, and nearly two degrees in defect on the 27th and 28th. For the whole week it was normal.

Rainfall.—From the table at the close it will be seen that light to moderate rain has fallen during the week in all divisions of Burma, Bengal, Assam, and the south of the Peninsula. The heaviest falls have been received in Burma and Bengal. No rain has fallen in the North-Western Provinces and Oudh, Gujarat, Kathiawar, Sind, Rajputana, Central India, Khandesh, and the greater part of the Punjab.

Of the thirty-three divisions that have received rain, eight have received an average fall of over an inch, the largest average being that of 3·70 inches in North Bengal. Only five other divisions received an average of more than half an inch, while in fifteen others it did not exceed a quarter of an inch. The rainfall of the week was in excess of the normal in eighteen of the divisions that received rain, and in defect in the remaining fifteen.

The rainfall of the period 4th March to 28th April was in defect generally in Burma, Assam, Bengal, the North-Western Provinces and Oudh, the Central Provinces, Gujarat, Kathiawar, Sind, Rajputana, and Central India. It was in excess in Central Burma, North Bengal, Punjab Hill Districts, North-West and West Punjab, Bombay and Malabar Coast Districts, Berar, Central Provinces (West), and Madras, with the exception of South Hyderabad.

The following are the largest amounts received during the week at individual rain gauge stations: Cooch Behar, 12·99 inches; Kyaikto (Central Burma), 8·46 inches; Kurigram (Rangpur), 6·42 inches; and Alipur (Jalpaiguri), 5·82 inches.

Snowfall.—Further reports received during the week confirm the information already received as to the exceptionally heavy snowfall experienced during the past winter in the interior and higher elevations of the Himalayas. The Superintendent of the Kailang Observatory in Lahul states that the total snowfall was somewhat less than that of the previous winter, but still considerably above the normal, and that on the higher elevations it has almost certainly been two or three times as large. Snow was lying 4 feet deep on the fields on the 10th April. Revd. T. Schreve, stationed at Poo in the Upper Sutlej Valley, states that the past winter has been exceptionally severe and the snowfall abnormally heavy, and that the natives of the district say they do not remember such heavy snowfalls as those of the past two winters. The Deputy Conservator of Forests, Chamba, reports that the accumulation of snow on the 15th April was considerable, and in the ravines appeared to be much larger than usual, masses of snow remaining unmelted in ravines down to 6,000 feet. The snowfall in the interior to the north and west is stated by the natives of the district to have been heavier than even the exceptionally heavy fall of 1890-91.

PROVINCE.	DIVISION.	Rainfall data for week ending April 28th, 1894.			Rainfall data from March 4th to April 28th, 1894.		
		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, March 4th to April 28th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·98	0·67	+ 0·31	1·83	3·20	— 43
	Lower Burma	0·74	0·26	+ 0·48	0·74	1·53	— 52
	Central Burma	1·19	0·42	+ 0·77	1·46	1·21	+ 21
	Upper Burma	0·14	?	?	1·41	?	?
	Arakan	0·16	0·51	— 0·35	0·57	1·58	— 64
Bengal and Assam	Eastern Bengal	0·22	1·41	— 1·19	5·17	5·98	— 14
	Assam (Surma)	1·15	3·40	— 2·25	15·03	21·59	— 28
	Do. (Brahmaputra)	1·47	2·27	— 0·80	7·45	10·21	— 27
	Deltaic Bengal	0·43	1·00	— 0·57	3·55	3·83	— 7
	Central Bengal	0·45	0·57	— 0·12	1·85	2·22	— 17
	North Bengal	3·70	1·68	+ 2·02	5·97	4·81	+ 24
	Orissa	0·20	0·35	— 0·15	1·76	2·11	— 17
	Chota Nagpur	0·55	0·11	+ 0·44	0·97	1·38	— 30
	Bihar (South)	0·15	0·06	+ 0·09	0·18	0·55	— 67
	Do. (North)	0·16	0·33	— 0·17	0·48	1·05	— 54
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·02	— 0·02	0·13	0·35	— 63
	Do. (Submontane) (a)	0	0·06	— 0·06	0·04	0·49	— 92
	Oudh (South)	0	0·03	— 0·03	0·02	0·43	— 95
	Do. (North)	0	0·05	— 0·05	0·23	0·60	— 60
	North-Western Provinces (Central).	0	0·02	— 0·02	0·09	0·38	— 76
	North-Western Provinces (West).	0	0·03	— 0·03	0·12	0·52	— 77
	North-Western Provinces (Submontane) (b)	0	0·07	— 0·07	0·97	1·54	— 37
Punjab	Punjab (South)	0	0·05	— 0·05	0·13	0·75	— 83
	Do. (Central)	0	0·05	— 0·05	0·30	0·73	— 59
	Do. (Submontane)	0	0·07	— 0·07	1·13	1·48	— 24
	Do. (Hill Districts)	0	0·25	— 0·25	4·50	4·29	+ 5
	Do. (North-West)	0·13	0·19	— 0·06	3·68	3·03	+ 21
	Do. (West)	0·01	0·11	— 0·10	1·42	1·07	+ 33
Bombay and Malabar Coast Districts (Madras).	Malabar	1·89	0·82	+ 1·07	6·60	3·48	+ 90
	Madras (South Central)	0·78	0·89	— 0·11	4·00	2·82	+ 42
	Coorg	1·32	0·53	+ 0·79	5·01	2·99	+ 68
	Mysore	1·53	0·42	+ 1·11	3·31	1·41	+ 135
	Konkan	0·22	0·08	+ 0·14	0·46	0·21	+ 119
	Bombay Deccan	0·55	0·34	+ 0·21	2·13	0·87	+ 145
	Hyderabad (North)	...	...	...	...	...	..
	Khandesh	0	0·04	— 0·04	0·51	0·14	+ 264
Central Provinces and Berar.	Berar	0·11	0·05	+ 0·06	0·66	0·53	+ 25
	Central Provinces (West)	0·05	0·02	+ 0·03	0·60	0·45	+ 47
	Ditto (Central)	0·07	0·05	+ 0·02	0·38	0·75	— 49
	Ditto (East)	0	0·14	— 0·14	0·04	1·13	— 96
Bombay (North)	Gujarat	0	0	0	0·01	0·01	0
	Kathiawar	0	0	0	0·04	0·22	— 82
	Sind	0	0·02	— 0·02	0·04	0·37	— 89
Rajputana and Central India.	Central India (East)	0	0·03	— 0·03	0·07	0·20	— 65
	Rajputana (East), Central India (West).	0	0·03	— 0·03	0·06	0·22	— 73
	Rajputana (West)	0	0·02	— 0·02	0	0·11	— 100
Madras	East Coast (North)	0·29	0·14	+ 0·15	1·56	1·02	+ 53
	Ditto (ditto) (a)	1·90	0·14	+ 1·76	3·60	1·78	+ 102
	Hyderabad (South)	0·19	0·09	+ 0·10	0·38	1·17	— 67
	Madras (Central)	0·34	0·14	+ 0·20	0·85	0·54	+ 57
	East Coast (Central)	0·06	0·06	0	1·11	0·49	+ 127
	Ditto (South)	0·09	0·22	— 0·13	1·85	0·77	+ 113
	Madras (South)	0·48	0·65	— 0·17	4·29	2·59	+ 66

Simla, *3rd May, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 28th April.*—Rainfall fair on West Coast and Nilgiris; moderate showers in Ganjam and the greater portion of the Deccan and Central and Southern districts; elsewhere scanty or *nil*. Summer cultivation going on. Standing crops generally fair. Harvests continue to yield moderately. Water-supply generally fair. Pasture scarce, but fodder generally available. Condition of cattle good. Prices generally stationary.

Bombay.—*For week ending 2nd May.*—Rain generally slight in parts of seven districts. Standing crops damaged by blight, rust, or winds in parts of two districts; otherwise good, except cotton in Surat. Reaping of late crops progressing in seven and cotton picking in six districts. Preparations for the next season general. Agricultural stock generally good and fodder sufficient, except in three districts. Prices steady, except in three districts. Numbers on relief works: Baroda, 1,129.

Bengal.—*For week ending 28th April.*—There was rain over the greater part of the province during the week, the falls being heavier and more general in North Bengal than elsewhere. Ploughing is now general, and early rice and jute are being sown. Sugarcane, indigo, and millets are doing well, and the prospects of tea in Darjeeling have improved. Spring rice is being cut, and the general outturn is expected to be satisfactory. Opium weighments are still going on in Bihar. In Hazaribagh the weighments are nearly finished, and the outturn is reported to be much below the estimate. The supply of fodder and water for cattle is sufficient. Prices of common rice are steady.

North-Western Provinces and Oudh.—*For week ending 2nd May.*—Weather getting hotter. Threshing and winnowing of spring crops nearing completion. Irrigation of sugarcane and other summer crops continue. Weighments of opium in progress. Sowing of indigo has commenced. Markets well supplied and fodder abundant. Prices generally stationary.

Punjab.—*For week ending 2nd May.*—Rain has fallen in three districts. Reaping and threshing of spring crops going on and sowings of extra spring crops nearly over. The outturn of the spring crops is expected to be above average. Prospects of standing crops are good. Spring crops are said to have been damaged by recent hail in parts of the Dera Ismail Khan district. Cattle are generally in good condition, and fodder is sufficient throughout the province. The poppy crops are in good condition. Prices unsettled in one district; falling in two others; stationary elsewhere.

Central Provinces.—*For week ending 2nd May.*—Weather hot and cloudy in places. Slight rain in parts of Nagpur. Harvesting still continues

in Jabalpur, Seoni, Hoshangabad, and Raipur; completed in Bilaspur. Distress prevailing among the poorer classes in Saugor. Imports of grain increasing day by day, and relief works have granted relief to several thousands. Preparation of land for autumn sowings in progress in Nimar, Wardha, and Nagpur. Prices remain unchanged, except in Saugor.

Burma.—*For week ending 28th April.*—Rain fell in most districts. In Upper Burma agricultural operations in connection with dry-weather paddy are progressing satisfactorily. Reaping of this crop is well in hand in several districts. Early wet-weather paddy is being planted in a few places, and hill clearings have been prepared and will be planted when the rains set in. Standing crops thriving. Fodder and water-supply sufficient. The price of paddy has risen in Thongwa and fallen in Pakokko. The price of rice has risen slightly in Rangoon and fallen in Mandalay.

Assam.—*For week ending 1st May.*—Weather warm. Sowing of early rice and planting of sugarcane progressing. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 2nd May.*—MYSORE: Good rain in parts of the Bangalore, Tumkur, Mysore, and Hassan districts; slight elsewhere. Standing crops in good condition. Rice sown in parts of the Tumkur and Shimoga districts. Prices slightly fallen in two districts.

COORG: Rainfall good. No standing crops. Prospects of coffee and cardamom fair. Fodder and water for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 2nd May.*—BERAR: Rainfall moderate. Weather hot. Threshing of wheat and linseed still continues in the Melghat taluka. Preparation of land for autumn sowings in progress. Fodder insufficient in three talukas and water-supply inadequate in the Melghat taluka. Prices have fallen in the Kelapur taluka.

HYDERABAD: Rainfall good. Cutting of hot-weather crops continues. Harvesting of spring crops completed in some parts. Prices steady.

Central India.—*For week ending 2nd May.*—No rain during the week. Harvesting still continues in Bundelkhand and completed in all other Agencies. Outturn below average in Bhopal, Bundelkhand, Goona, and parts of Gwalior, and average in Baghelkhand. Pasturage bad and indifferent in parts of Gwalior, but good in other Agencies. Prices of food-grains falling in Bhopawar and Goona; steady at high rates elsewhere. Opium has been gathered. The crops in Malwa are reported to have been much injured, and the yield will be probably below average.

Rajputana.—*For week ending 2nd May.*—Rainfall slight in Kherwara and Meywar. Agricultural operations and cattle generally satisfactory. Reaping of crops nearly completed. Prospects generally good. Pasturage or fodder sufficient, except in Dholpur, where it is reported to be failing. Prices rising in four States, falling in one, fluctuating in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 1st May.*—Weather fine. Standing spring crops in good condition. Rapeseed ripening. Autumn ploughings going on. Rice sowings commenced in some places. Prices stationary.

JAMMU PROVINCE.—*For week ending 30th April.*—No rain. Crops reaped. Prospects of outturn good. Prices falling.

Nepal.—*For week ending 28th April.*—Storms in the hills. Weather cool. Prospects good.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 22nd APRIL 1893, AND FROM 1ST JANUARY TO 21ST APRIL 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 22nd April 1893. Mean mileage worked.	Week ending 22nd April 1893. Earnings. Total.	Week ending 22nd April 1893. Earnings. Per mile open per week.	Week ending 21st April 1894. Mean mileage worked.	Week ending 21st April 1894. Earnings. Total.	Week ending 21st April 1894. Earnings. Per mile open per week.	Earnings from 1st January to 22nd April 1893.	Earnings from 1st January to 21st April 1894.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	619	1,634	10,23,753	627	1,641	11,85,436	722	1,64,18,275	1,79,16,401	14,98,126	...
Bengal-Nágpur	180	863	1,55,008	180	862	1,72,508	200	26,56,488	28,42,087	1,85,599	...
Indian Midland	145	752	1,39,682	186	752	1,40,804	187	18,62,721	19,41,506	78,785	...
Bezwáda Extension	96	21	1,303	62	21	1,741	83	34,490	26,764	...	7,726
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,13,566	302	1,719	6,03,820	351	80,00,989	85,10,559	5,09,570	...
South Indian	157	1,043	1,48,832	143	1,042	1,58,683	152	25,00,625	21,84,800	...	3,15,825
Southern Mahratta (*b*)	109	1,107	1,20,196	109	1,164	1,55,435	134	18,51,568	19,87,793	1,36,225	...
Bengal and North-Western (*c*)	162	756	1,25,987	107	756	1,41,100	187	19,50,856	18,68,339	...	82,517
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	14,222	64	231	19,985	87	2,57,847	3,35,658	77,811	...
Pálanpur-Deesa	...	...	...	...	17	1,110	65	...	13,171	13,171	...
TOTAL	272	8,098	22,42,549	277	8,205	25,80,622	315	3,55,33,859	3,76,27,078	20,93,219	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,00,946	200	2,507	6,83,380	273	92,51,760	1,02,78,070	9,76,379	...
Oudh and Rohilkhand (state)	272	692	2,05,405	297	741	2,46,286	332	30,10,883	33,57,108	3,37,225	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,64,738	212	813	1,97,550	243	31,54,185	38,01,266	6,49,081	...
Bengal Central (*e*)	120	125	14,704	118	125	14,490	116	2,48,497	2,41,863	...	6,634
East Coast (state)	55	91	6,890	76	266	30,233	114	(*f*)49,744	3,40,562	2,90,818	...
Metre gauge—											
Burma (state)	224	715	1,33,247	186	730	1,17,817	161	29,17,427	25,72,191	...	3,45,236
Special gauges—											
Jorhát (state provincial)	46	28	946	34	28	1,513	54	16,602	17,579	977	...
Cherra-Companyganj (state provincial)	58	8	486	61	8	510	64	8,061	7,315	...	746
TOTAL	231	4,945	10,27,422	208	5,218	12,91,779	248	1,86,66,099	2,05,67,963	19,01,864	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	10,16,624	682	1,490	9,99,000	670	1,48,31,779	1,50,84,453	2,52,674	...
Bombay, Baroda and Central India	765	461	4,31,974	937	461	4,46,000	967	53,53,409	54,30,209	76,800	...
Madras	242	840	1,86,260	222	840	1,88,722	225	32,72,187	30,77,164	...	1,95,023
TOTAL	575	2,791	16,34,858	586	2,791	16,33,722	585	2,34,57,375	2,35,91,826	1,34,451	...
TOTAL (GUARANTEED AND STATE)	304	15,834	49,04,829	310	16,214	55,06,123	340	7,76,57,333	8,17,86,867	41,29,534	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	27,521	171	161	26,595	165	3,72,692	4,67,089	94,397	...
Tarkessur	277	22	5,889	268	22	6,886	313	1,07,134	1,14,797	7,663	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	13,822	206	67	8,991	134	1,16,053	1,42,461	26,408	...
Dibru-Sadiya	126	78	8,929	114	78	10,265	132	1,53,273	1,68,285	15,012	...
TOTAL	142	328	56,161	171	328	52,737	161	7,49,152	8,92,632	1,43,480	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	64,596	194	333	68,128	205	9,65,561	9,34,145	...	31,416
The Gaekwar's Petlád	103	13	1,346	104	13	1,920	148	22,286	20,402	...	1,884
Rájpura-Bhátinda	124	108	17,108	158	108	14,774	137	2,12,793	2,41,600	28,807	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	30,151	91	362	31,690	88	5,43,427	4,77,757	...	65,670
The Gaekwar's Mehsána	80	93	7,854	84	93	10,570	114	1,23,528	1,47,146	23,618	...
Kolhápur	83	29	2,090	72	29	4,398	152	38,694	44,251	5,557	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,611	78	72	6,230	87	96,845	87,384	...	9,461
TOTAL	125	979	1,28,756	132	1,010	1,37,710	136	20,03,134	19,52,685	...	50,449
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	54,472	163	334	58,470	175	7,49,116	7,08,790	...	40,326
Jetalsar-Rájkot	24	46	2,614	57	46	4,788	104	(*i*) 3,739	49,140	45,401	...
Jodhpur-Bickaneer	53	364	14,466	40	364	22,200	61	2,93,963	4,23,980	1,30,017	...
Special gauge—											
Morvi	70	94	6,066	65	94	6,720	71	96,922	1,04,271	7,349	...
TOTAL	93	838	77,618	93	838	92,178	110	11,43,740	12,96,181	1,42,441	...
GRAND TOTAL	282	17,979	51,67,364	287	18,390	57,88,748	315	8,15,53,359	8,59,18,365	43,65,006	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwáda-Godavari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th to 22nd April 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 3rd May, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. III OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway	Average earnings per mile per week in 1892-93.	Week ending 22nd April 1893. Mean mileage worked.	Week ending 22nd April 1893. Earnings. Total.	Week ending 22nd April 1893. Earnings. Per mile open per week.	Week ending 21st April 1894. Mean mileage worked.	Week ending 21st April 1894. Earnings. Total.	Week ending 21st April 1894. Earnings. Per mile open per week.	Earnings from 1st to 22nd April 1893.	Earnings from 1st to 21st April 1894.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	580	1,634	10,23,753	627	1,641	11,85,436	722	32,56,938	33,94,108	1,37,170	...
Bengal-Nágpur	140	863	1,55,008	180	862	1,72,508	200	5,77,547	5,48,602	...	58,865
Indian Midland	129	752	1,39,682	186	752	1,40,804	187	4,19,272	3,91,068	...	28,204
Bezwáda Extension	80	21	1,303	62	21	1,741	83	5,269	4,907	...	362
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,13,566	302	1,719	6,03,820	351	15,49,764	16,94,840	1,45,076	...
South Indian	139	1,043	1,48,832	143	1,042	1,58,683	152	4,89,262	4,47,200	...	42,062
Southern Mahratta (*b*)	87	1,107	1,20,196	109	1,164	1,55,435	134	4,03,905	4,23,476	19,471	...
Bengal and North-Western (*c*)	137	756	1,25,987	167	756	1,41,100	187	3,94,104	4,17,830	23,726	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	99	223	14,222	64	231	19,985	87	48,259	72,032	23,773	...
Pálanpur-Deesa	...	...	...	...	17	1,110	65	...	3,030	3,030	...
TOTAL	243	8,098	22,42,549	277	8,205	25,80,622	315	71,59,390	73,67,143	2,16,753	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	201	2,509	5,00,946	200	2,507	6,83,380	273	17,93,630	20,19,679	2,26,009	...
Oudh and Rohilkhand (state)	235	692	2,05,405	297	741	2,46,286	332	6,54,386	7,16,099	61,713	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	1,64,738	212	813	1,97,550	243	5,52,275	5,99,640	47,365	...
Bengal Central (*e*)	120	125	14,704	118	125	14,490	116	45,277	43,940	...	1,337
East Coast (state)	...	91	6,890	76	266	30,233	114	(*f*)22,130	75,798	53,662	...
Metre gauge—											
Burma (state)	194	715	1,33,247	186	730	1,17,817	161	4,31,765	3,60,937	...	70,828
Special gauges—											
Jorhát (state provincial)	40	28	946	34	28	1,513	54	3,328	3,313	...	15
Cherra-Companyganj (state provincial)	47	8	486	61	8	510	64	1,671	1,345	...	326
TOTAL	217	4,945	10,27,422	208	5,218	12,91,779	248	35,04,508	38,20,751	3,16,243	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	10,16,624	682	1,490	9,99,000	670	32,66,010	28,46,116	...	4,19,894
Bombay, Baroda and Central India	605	461	4,31,974	937	461	4,46,000	967	12,90,637	12,29,000	...	61,637
Madras	220	840	1,86,260	222	840	1,88,722	225	6,23,936	5,40,353	...	83,583
TOTAL	442	2,791	16,34,858	586	2,791	16,33,722	585	51,80,583	46,15,469	...	5,65,114
TOTAL (GUARANTEED AND STATE)	271	15,834	49,04,829	310	16,214	55,06,123	340	1,58,35,481	1,58,03,363	...	32,118
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	27,521	171	161	26,595	165	91,733	1,55,643	63,910	...
Tarkessur	252	22	5,889	208	22	6,886	313	29,061	30,237	1,176	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	13,822	206	67	8,991	134	41,733	27,382	...	14,351
Dibru-Sadiya	123	78	8,929	114	78	10,265	132	30,523	32,036	1,513	...
TOTAL	135	328	56,161	171	328	52,737	161	1,93,050	2,45,298	52,248	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	64,596	194	333	68,128	205	2,13,916	1,95,963	...	17,953
The Gaekwar's Petlád	90	13	1,346	104	13	1,920	148	4,288	4,350	62	...
Rájpura-Bhátinda	92	108	17,108	158	108	14,774	137	53,768	44,616	...	9,152
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	30,151	91	362	31,690	88	99,651	87,508	...	12,143
The Gaekwar's Mehsána	59	93	7,854	84	93	10,570	114	29,436	29,400	...	36
Kolhápur	67	29	2,090	72	29	4,398	152	6,900	14,134	7,234	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	5,611	78	72	6,230	87	24,239	16,170	...	8,069
TOTAL	107	979	1,28,756	132	1,010	1,37,710	136	4,32,198	3,93,141	...	40,057
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	54,472	163	334	58,470	175	1,73,614	1,54,212	...	19,402
Jetalsar-Rájkot	...	46	2,614	57	46	4,788	104	(*i*) 3,739	10,549	6,810	...
Jodhpur-Bickaneer	60	364	14,466	40	364	22,200	61	54,717	75,300	20,583	...
Special gauge—											
Morvi	65	94	6,066	65	94	6,720	71	17,040	18,883	1,843	...
TOTAL	80	838	77,618	93	838	92,178	110	2,49,110	2,58,944	9,834	...
GRAND TOTAL	251	17,979	51,67,364	287	18,390	57,88,748	315	1,67,09,839	1,66,99,746	...	10,093

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwáda-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th to 22nd April 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 3rd May, 1894.*

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SUPPLEMENT TO

The Gazette of India.

No. 19.} CALCUTTA, SATURDAY, MAY 12, 1894.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE NINE MONTHS ENDING THE 30th SEPTEMBER 1893.

No. 148 R. Stat., dated Simla, the 26th April 1894.

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

READ again—

Public Works Department Order No. 159 R. Stat., dated the 10th May 1892.

Public Works Department Order No. 172 R. Stat., dated the 13th May 1893.

Read also—

The following note by the Director General of Railways, No. 126 (Statistics), dated the 16th April 1894, with abstract returns of accidents to trains, etc., on the open lines of railways in India for the nine months ending the 30th September 1893.

The following summary gives the total number of accidents to trains,

Summary of accidents to trains, rolling stock, etc.

rolling stock, permanent-way, etc., for the nine months ending the 30th September 1893, distributed under the classification adopted in abstract No. 4 of the returns:—

Serial No.	CLASSES OF ACCIDENTS.	NUMBER OF ACCIDENTS DURING THE CORRESPONDING PERIODS OF 1891 AND 1892.			NINE MONTHS ENDING THE 30TH SEPTEMBER 1893.								
					NUMBER.			NUMBER OF PASSENGERS AND OTHERS		NUMBER OF SERVANTS		TOTAL ALL CLASSES	
		Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains	4	4	8	4	...	4	...	9	...	5	...	14
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	14	28	42	6	15	21	...	...	...	(a) 2	...	2
3	Collisions between goods trains or parts of goods trains	11	62	73	7	63	70	...	4	...	3	...	7
4	Collisions between light engines	1	24	25	1	20	21	...	...	...	1	...	1
5	Passenger trains or parts of passenger trains leaving the rails	25	54	79	11	52	63	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, etc., leaving the rails	15	244	259	10	221	231	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points	4	45	49	...	60	60	...	...	1	1	1	1
8	Trains running into stations or sidings at too high a speed	...	4	4	2	12	14	...	6	...	...	...	6
9	Trains running over cattle on the line	5	1,534	1,539	2	1,684	1,686	...	...	...	...	...	...
10	Trains running over obstructions on the line	7	104	111	4	108	112	(b) 1	...	3	43	4	43
11	Trains running through gates at level-crossings	1	47	48	1	37	38	...	...	...	2	...	2
12	The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...
12(a)	The bursting of tubes, etc., of engines	...	91	91	...	142	142	...	...	...	...	...	...
13	The failure of machinery, springs, etc., of engines	...	320	320	...	337	337	...	...	...	..	...	...
14	The failure of tyres	...	10	10	2	10	12	...	...	...	...	...	...
15	,, ,, of wheels	...	5	5	...	8	8	...	...	...	...	...	...
16	,, ,, of axles	4	36	40	1	27	28	...	...	...	...	...	...
17	,, ,, of brake apparatus	...	3	3	...	5	5	...	...	...	...	...	...
18	,, ,, of couplings	2	149	151	1	182	183	...	...	...	1	...	1
19	,, ,, of tunnels, bridges, viaducts, culverts, etc.	4	4	8	3	5	8	...	...	...	...	...	...
20	Broken rails	...	38	38	...	41	41	...	...	...	...	...	...
21	The flooding of portions of permanent-way	28	57	85	33	68	101	...	...	...	...	...	...
22	Slips in cuttings or embankments	8	39	47	6	23	29	...	...	...	...	...	...
23	Fires in trains	4	133	137	1	100	101	1	1	...	...	1	1
24	Fires at stations, or involving injury to bridges or viaducts	1	49	50	1	34	35	(b) 2	...	...	...	2	...
25	Other accidents	8	167	175	6	124	130	...	...	...	...	...	...
	TOTAL FOR THE NINE MONTHS ENDING THE 30TH SEPTEMBER 1893	...	...	...	102	3,378	3,480	(c) 4	20	4	58	8	78
	Average of the corresponding periods of 1891 and 1892	...	...	...	146	3,251	3,397	9	47	17	40	26	87

(a) One of these was a postal employé.
(b) Not passengers.
(c) Of these, three were not passengers.

2. As compared with the average of the two corresponding periods of 1891 and 1892, the number of accidents to trains, rolling stock, permanent-way, etc., during the nine months ending the 30th September 1893 shows an increase of 83, or of 2·44 per cent., with an increase of 682·21 miles or of 3·94 per cent. in the mean mileage worked, and of 1,679,636 miles or of 3·57 per cent. in the train-mileage run.

Principal variations as compared with the average of the corresponding periods of 1891 and 1892.

3. The chief variations occurred under "Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line," 21 against 42; "Passenger trains or parts of passenger trains leaving the rails," 63 against 79; "Goods trains or parts of goods trains, engines, etc., leaving the rails," 231 against 259; "Trains running over cattle on the line," 1,686 against 1,539; "The bursting of tubes, etc., of engines," 142 against 91; "The failure of machinery, springs, etc., of engines," 337 against 320; "The failure of axles," 28 against 40; "The failure of couplings," 183 against 151; "The flooding of portions of permanent-way, 101 against 85; "Slips in cuttings or embankments," 29 against 47; "Fires in trains," 101 against 137; "Fires at stations or involving injury to bridges or viaducts," 35 against 50; and "Other accidents," 130 against 175.

4. "Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line" showed a decrease of 21 accidents, *viz.*, 8 under "Serious" and 13 under "Minor." The decrease under "Serious" was chiefly due to the numbers recorded on the East Indian and North Western (state) railways having fallen from 5 to 2 and 3 to 1 respectively, while under "Minor" the chief variations were an increase of 6 on the East Indian railway and decreases of 8 on the Eastern Bengal (state) railway, 4 on the Bengal and North-Western railway, including the Tirhoot section, and 3 on the Burma (state) railway.

5. There was a decrease of 16 accidents under "Passenger trains or parts of passenger trains leaving the rails," of which 14 were under "Serious" and 2 under "Minor." Under "Serious" the largest decrease took p lace on the East Indian railway, which returned 1 against 7, while four other railways showed a decrease of 2 each. The decrease under "Minor" was chiefly the result of a decrease of 6 on the Eastern Bengal (state) railway, which was, however, nearly counterbalanced by an increase of 5 on the Southern Mahratta railway.

6. The decrease of 28 accidents under "Goods trains or parts of goods trains, engines, etc., leaving the rails" was made up of 5 under "Serious" and 23 under "Minor." The North Western (state) railway showed a decrease of 3 under "Serious," while under "Minor" the principal variations were an increase of 15 on the East Indian railway and decreases of 16 on the South Indian railway and 15 on the Eastern Bengal (state) railway.

7. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 397; next to that line comes the South Indian railway with 216; then the North Western (state) railway with 130; the Eastern Bengal (state) railway with 126; the Rajputana-Malwa (state) railway with 116; the East Indian railway with 112; the Nizam's Guaranteed State railway with 99; the Oudh and Rohilkhand (state) railway with 88, and the Great Indian Peninsula railway with 85.

As compared with the average of the corresponding periods of the two previous years, the chief increases occurred on the Southern Mahratta, the Nizam's Guaranteed State, and the Great Indian Peninsula railways, *viz.*, 47, 34, and 32 accidents, respectively.

In relation to train-mileage run, the number was highest on the Nizam's Guaranteed State railway, which gave an average of 1 accident in 5,042 train miles, the Dibru-Sadiya railway coming next with an average of 1 in 5,130; then the Southern Mahratta, the South Indian, the Bengal-Nágpur, and the Eastern Bengal (state) railways with averages of 1 in 5,730, 1 in 11,254, 1 in 19,029, and 1 in 19,120, respectively.

The lowest number recorded relatively to train-mileage run was on the Bombay, Baroda and Central India railway, *viz.*, 1 in 175,178; the Morvi railway coming next with an average of 1 in 118,634; then the Great Indian Peninsula railway with 1 in 100,723, the East Indian railway with 1 in 68,799, the Gaekwar's Dabhoi railway with 1 in 66,022, and the Darjeeling-Himalayan railway with 1 in 54,488.

8. Under "The bursting of tubes, etc., of engines," there was an increase of 51 accidents, with an increase of 38 on the Southern Mahratta railway alone.

9. The number of accidents from "The failure of machinery, springs, etc., of engines" was more by 17. The principal variations were an increase of 69 on the Great Indian Peninsula railway, and decreases of 27 on the East Indian railway and 21 on the Bengal-Nágpur railway.

10. There was a decrease of 12 accidents from "The failure of axles," made up of 3 under "Serious" and 9 under "Minor." The decrease under "Serious" was due to a falling off of one each on four railways and that under "Minor" chiefly to a decrease of 6 on the Jorhát railway.

11. Under "The failure of couplings," the accidents rose from 151 to 183, there being a decrease of 1 under "Serious" and an increase of 33 under "Minor." The increase under "Minor" was chiefly contributed by the Dibru-Sadiya and the South Indian railways, on which the figures rose from 11 to 29 and 2 to 12, respectively.

12. "The flooding of portions of permanent-way" showed an increase of 5 accidents under "Serious" and of 11 under "Minor." The principal variations under "Serious" were an increase of 11 on the Bhávnagar-Gondal-Junágarh-Porbandar railway and a decrease of 7 on the North Western (state) railway, while the increase under "Minor" was chiefly contributed by the North Western (state) railway, on which the accidents numbered 21 against 9.

13. The accidents from "Slips in cuttings or embankments" were less by 18, *viz.*, 2 under "Serious" and 16 under "Minor." The Bengal-Nágpur railway chiefly accounted for the decrease, the figures being 1 against 4 under "Serious" and 2 against 15 under "Minor."

14. Under "Fires in trains" there was a decrease of 36 accidents, of which 3 were under "Serious" and 33 under "Minor." The decrease under "Serious" was due to there having been one less on each of four railways, and that under "Minor" chiefly to the number recorded on the Great Indian Peninsula railway having fallen from 40 to 17.

15. The decrease under "Fires at stations, or involving injury to bridges or viaducts" was chiefly due to a falling off of 18 accidents on the Eastern Bengal (state) railway.

16. The decrease in the number of cases recorded under the head "Other accidents" was made up of 2 under "Serious" and 43 under "Minor." The decrease under "Minor" was chiefly accounted for by a decrease of 27 accidents on the East Indian railway.

17. Under "Trains or engines travelling in the wrong direction through points," there was a decrease of 4 accidents under "Serious" and an increase of 15 under "Minor." The decrease under "Serious" was equally distributed over four railways, while of the increase under "Minor" the North Western (state) railway was responsible for 12 accidents.

18. The accidents from "Trains running through gates at level-crossings" numbered 38 against 48, of which 5 against 12 took place on the South Indian railway alone.

19. The casualties to passengers and to servants in the employ of railways or of contractors from accidents not coming under the classification adopted in paragraph 1 were, as compared with the average of the corresponding periods of 1891 and 1892, in the case of passengers, 46 killed and 126 injured against 48 killed and 136 injured, and, in the case of servants, 120 killed and 408 injured against 131 killed and 426 injured. (For details, *vide* abstract No. 2.)

Casualties to passengers and servants not included in paragraph 1.

20. Compared with the average of the corresponding periods of the two previous years, the mean mileage open was 18,004·44 miles against 17,322·23 miles, the train-mileage run amounted to 48,738,467 miles against 47,058,831 miles, and the number of

Statistical summary.

passengers carried was 94,808,788 against 87,236,391. There were seven accidents for every 100,000 train-miles run.

Out of a total of 94,808,788 passengers travelling, only one passenger was killed and 20 were injured by accidents to trains as classified in paragraph 1. This gives an average of one casualty in 4,514,704 persons travelling and an average of one in 199,511,885 miles travelled.

Including casualties to passengers from causes other than accidents to trains, rolling stock, etc. (*vide* paragraph 19), the total numbers of passengers killed and injured were 47 and 146, respectively, giving an average of one killed in 2,017,208 and one injured in 649,375, or an average, on the total number of killed and injured, of one in 491,237 passengers travelling.

21. The total casualties to persons from all causes, including trespassers cases of suicide, etc., were 441 killed and 696 injured against 460 killed and 727 injured, the average of the two corresponding periods of 1891 and 1892. (For details, *vide* abstract No. 2.)

Total casualties from all causes.

22. In addition to the above, 48 persons were reported to have been killed and 171 injured in yards, workshops, etc., and 517 persons to have died in carriages and at stations from causes unconnected with the working of trains.

Casualties in yards, workshops, etc.

23. The accidents *for the third quarter of 1893* are dealt with in the following note.

Note on accidents for the 3rd quarter of 1893.

The following table gives the number of accidents, as classified in paragraph 1 of the previous note, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred :—

Casualties resulting from accidents to trains, rolling stock, etc., for the 3rd quarter of 1893.

RAILWAY.	Number of accidents during the 3rd quarter of 1893.	Passengers and others		Servants		Total	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	2	...	2	...	1	...	3
North Western (state)	1	...	...	...	1	...	1
Great Indian Peninsula	2	...	...	2	39	2	39
Rajputana-Malwa	1	...	...	1	...	1	...
Jodhpore-Bickaneer	1	...	...	...	3	...	3
TOTAL	...	...	2	3	44	3	46
Average of the two corresponding quarters of 1891 and 1892	...	2	4	1	6	3	10

2. East Indian railway.—On the 7th July 1893, the leading door of a covered wagon attached to an up passenger train, which had been opened by some passengers, collided at Mánkar with the sunshade and cooler of a second class carriage on a down mail train. Two passengers were slightly injured.

On the 12th September 1893, a collision took place at Moghal Sarai between a light engine and some wagons standing in a siding. The driver was seriously injured.

3. North Western (state) railway.—On the 4th July 1893, a double engine ballast train, whilst shunting in the Mandra yard, parted owing to the draw bar hook and side chains of a truck having broken. The rear portion after breaking away, went down an incline towards Riwát, and then, running for some distance up an ascending grade, commenced to roll back, and, when about a mile out of Mandra, collided with the rest of the train, which was being taken out by the guard to pick up this run-away portion. A railway servant was slightly injured, and there was also considerable damage to rolling stock.

4. Great Indian Peninsula railway.—On the 24th July 1893, the rear brake and some wagons of a ballast train were thrown off the line down a bank at mileage 111 near Deoláli owing to the train having come in contact with a

trolly. The accident was due to the excessive speed at which the train was moving and to the failure of the engine staff to act promptly on the guard's signal. Two coolies were killed and thirty-seven coolies and the guard of the train injured.

On the 9th August 1893, a carriage door of a down train, supposed to have been opened by a passenger, struck the engine and incline van of an up ghat train at mileage 82½ near Igatpuri. A railway servant was injured.

5. Rajputana-Malwa railway.—On the 3rd July 1893, an up local mixed train was received on a wrong line at the Kharwa station. A railway servant who was standing on this line was killed by the train.

6. Jodhpore-Bickaneer railway.—On the 11th September 1893, an up local mixed train collided with an engine shunting at the Lúni junction. Three railway servants were injured.

ORDER.—Ordered, that the above note, with the abstract returns, be communicated for information to the Local Governments and Administrations, and to the officers noted in the margin.

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

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

Ordered further, that the note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under-Secretary.

Documents accompanying.

Abstract returns of accidents for the nine months ending the 30th September 1893.

Enclosure to P. W. D. No. 148 R. Stat., dated the 26th April 1894.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the NINE months ending the 30th September 1893, as KILLED or INJURED on ALL 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 caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Killed.	Injured.
PASSENGERS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	1	20
By accidents from other causes, including accidents from their own want of caution or misconduct	46	126
SERVANTS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	4	58
By accidents from other causes, including accidents from their own want of caution or misconduct	120	408
OTHER PERSONS:—		
Whilst passing over railways at level-crossings	10	5
Trespassers	198	70
Suicides	55	5
Miscellaneous, not included in either of the above	7	4
TOTAL	441	696

ABSTRACT No. 2.

NUMBER of PERSONS reported, during the NINE months ending 30th September 1893, as KILLED OR INJURED in INDIA by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, 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.	RAILWAYS.	From accidents to trains, etc.—see Abstracts Nos. 3 and 4. Killed.	Injured.	From causes other than accidents to trains, etc.: 1. From falling between carriages and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, etc., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By the closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	TOTAL. Killed.	Injured.	Total passengers. Killed.	Injured.
	Standard gauge. State lines worked by companies.																		
I	East Indian (a)	...	2	4	7	...	...	...	1	...	...	4	14	...	...	8	22	8	24
II	Bengal-Nágpur	1	...	...	...	...	...	...	...	1	2	...	1	...	1	1	4	2	4
III	Indian-Midland (b)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
	State lines worked by the State.																		
IX	North Western (state) (c)	...	2	1	2	...	2	...	...	...	...	14	16	...	...	15	20	15	22
XI	Oudh and Rohilkhand (state).	...	...	1	...	...	...	...	1	...	...	...	8	...	...	1	9	1	9
XII	Eastern Bengal (state) (d).	...	6	1	...	3	1	1	...	...	...	1	4	...	1	6	6	6	12
	Lines worked by guaranteed companies.																		
XVIII	Great Indian Peninsula. (e)	...	2	...	1	...	2	...	1	...	2	4	10	...	2	4	18	4	20
XIX	Bombay, Baroda and Central India. (f)	...	...	...	2	...	1	...	...	...	...	2	5	...	...	2	8	2	8
XX	Madras	...	...	...	1	...	1	...	...	...	...	...	7	...	...	...	9	...	9
	Line owned by native state and worked by company.																		
XXVI	The Nizam's Guaranteed State. (g)	...	...	...	...	...	...	1	1	...	...	...	2	...	...	1	3	1	3
	Metre gauge. State lines worked by companies.																		
XXXIII	Bengal and North-Western Tirhoot section / Company's "	...	...	...	...	1	...	...	...	...	...	1	1	...	...	2	1	2	1
XXXV	Rajputana-Malwa (h)	...	...	...	...	...	...	...	...	...	...	2	11	...	...	2	11	2	11
XXXVI	Southern Máhratta (i)	...	...	...	...	1	...	...	...	...	...	...	4	...	...	1	4	1	4
XXXIX	South Indian	...	1	...	...	...	...	...	...	...	...	2	4	...	...	2	4	2	5
	State line worked by the state.																		
XLIV	Burma (state)	...	7	...	...	...	3	...	...	...	...	1	2	...	...	1	5	1	12
	Assisted companies.																		
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	1
XLIX	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.																		
LIII	Jodhpore-Bickaneer—Jodhpore section / Bickaneer "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Bhávnagar-Gondal-Junágarh-Porbandar (k)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Special gauges. State line worked by the state.																		
LVII	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assisted company.																		
LVIII	Darjeeling-Himalayan (2' 0").	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned by native state and worked by company.																		
LIX	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line owned and worked by native state.																		
LXI	Morvi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1893	1	20	7	13	5	11	2	4	1	4	31	90	...	4	46	126	47	146
	TOTAL Average for 2 previous corresponding periods	5	41	8	10	7	11	3	4	2	3	20	93	8	15	48	136	53	177

SERVANTS.

Serial Number.	RAILWAYS.	From accidents to trains, etc.—see Abstracts Nos. 3 and 4. Killed.	Injured.	From causes other than accidents to trains, etc.: 1. During shunting operations. Killed.	Injured.	2. Falling off engines, vans, wagons, etc. Killed.	Injured.	3. Coming in contact with over-bridges, etc., during the travelling of trains. Killed.	Injured.	4. Coming in contact while shunting, with vehicles, etc., standing in adjoining lines. Killed.	Injured.	5. Getting on or off trains, engines, etc. Killed.	Injured.	6. Whilst loading, unloading or sheeting. Killed.	Injured.	7. Whilst breaking, spragging or chocking wheels. Killed.	Injured.
I	East Indian (a)	...	2	2	1	1	5	...	2	...	...	...	3	2	8	...	...
II	Bengal-Nágpur	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
III	Indian-Midland (b)	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...
IX	North Western (state) (c)	...	2	2	2	3	4	...	1	...	...	1	5	...	3	1	...
XI	Oudh and Rohilkhand (state).	...	...	...	1	...	...	...	1	1	1	...	2	...	1	...	...
XII	Eastern Bengal (state) (d).	...	...	1	9	1	3	...	...	...	...	...	...	1	11	...	...
XVIII	Great Indian Peninsula. (e)	3	45	...	8	2	10	...	...	...	1	1	4	...	23	...	...
XIX	Bombay, Baroda and Central India. (f)	...	1	...	3	1	2	...	...	...	...	...	1	1	14	...	...
XX	Madras	...	1	...	2	...	6	...	...	...	...	...	2	1	5	...	1
XXVI	The Nizam's Guaranteed State. (g)	...	...	...	...	1	1	1	...	...	1	...	...	...	1	...	...
XXXIII	Bengal and North-Western Tirhoot section / Company's "	...	...	1	...	1	...	...	...	...	...	1	...	...	...	...	...
XXXV	Rajputana-Malwa (h)	1	2	1	4	2	6	...	...	...	1	2	4	...	5	...	...
XXXVI	Southern Máhratta (i)	...	...	1	3	1	2	...	...	...	...	...	3	...	1	...	...
XXXIX	South Indian	...	...	1	2	...	...	...	...	...	...	1	...	...	...	...	...
XLIV	Burma (state)	...	2	...	...	...	4	...	1	...	...	...	2	...	...	...	...
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Dibru-Sadiya	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Jodhpore-Bickaneer—Jodhpore section / Bickaneer "	...	3	...	...	1	...	...	...	...	...	...	...	...	...	...	...
LIV	Bhávnagar-Gondal-Junágarh-Porbandar (k)	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
LVII	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVIII	Darjeeling-Himalayan (2' 0").	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
LIX	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXI	Morvi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1893	4	58	9	37	15	46	1	5	1	4	6	26	5	72	1	[illegible]
	TOTAL Average for 2 previous corresponding periods	16	40	13	26	15	40	3	4	...	5	11	33	5	63	1	[illegible]

SERVANTS (continued).

Serial Number.	RAILWAYS.	8. Whilst working at cranes or capstans. Killed.	Injured.	9. Whilst working on the permanent-way or in sidings. Killed.	Injured.	10. Whilst walking along the line on the way home, or to work. Killed.	Injured.	11. Whilst walking, crossing, or standing on the line. Killed.	Injured.	12. Whilst passing between vehicles. Killed.	Injured.	13. Whilst attending to the machinery of engines, cleaning them, etc. Killed.	Injured.	14. Whilst attending to gates at level-crossings. Killed.	Injured.
I	East Indian (a)	...	4	...	...	1	...	9	3	...	...	...	5	...	1
II	Bengal-Nágpur	...	...	...	...	...	...	1	...	...	...	...	...	...	...
III	Indian-Midland (b)	...	...	1	...	...	...	2	...	1	...	...	...	...	1
IX	North Western (state) (c)	...	...	...	1	1	...	4	6	...	2	...	1	...	...
XI	Oudh and Rohilkhand (state).	...	1	...	...	...	...	...	1	...	...	...	...	2	...
XII	Eastern Bengal (state) (d).	...	3	...	1	...	...	2	2	...	...	...	2	...	1
XVIII	Great Indian Peninsula. (e)	...	...	1	5	...	1	9	11	1	3	...	...	...	...
XIX	Bombay, Baroda and Central India. (f)	...	...	...	1	1	...	3	1	...	...	...	1	...	...
XX	Madras	...	...	...	...	...	1	2	2	...	...	...	1	...	...
XXVI	The Nizam's Guaranteed State. (g)	...	...	1	1	...	...	1	1	...	...	...	1	...	...
XXXIII	Bengal and North-Western Tirhoot section / Company's "	...	...	...	...	...	...	1	...	...	...	...	...	...	...
XXXV	Rajputana-Malwa (h)	...	...	...	1	1	...	3	4	...	...	...	...	...	...
XXXVI	Southern Máhratta (i)	...	...	...	2	...	2	1	1	...	...	...	...	...	...
XXXIX	South Indian	...	...	...	...	...	...	1	3	...	1	...	...	1	1
XLIV	Burma (state)	...	...	...	...	...	1	...	...	...	...	...	...	...	...
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	2	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	1	...	...	...	...
LIII	Jodhpore-Bickaneer—Jodhpore section / Bickaneer "	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Bhávnagar-Gondal-Junágarh-Porbandar (k)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVII	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVIII	Darjeeling-Himalayan (2' 0").	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIX	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXI	Morvi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1893	...	10	3	12	4	5	39	35	2	7	...	11	3	4
	TOTAL Average for 2 previous corresponding periods	...	4	4	11	6	3	30	35	5	5	1	22	6	1

SERVANTS (continued).

Serial Number.	RAILWAYS.	15. Falling or being caught between vehicles and platforms. Killed.	Injured.	16. Falling off ladders, scaffolds, platforms, etc. Killed.	Injured.	17. By falling of lamps, wagon doors, timber, weights, etc. Killed.	Injured.	18. Whilst coupling or uncoupling wagons. Killed.	Injured.	19. Miscellaneous. Killed.	Injured.	TOTAL. Killed.	Injured.	Total servants. Killed.	Injured.
I	East Indian (a)	...	1	...	...	1	3	2	1	3	6	21	43	21	45
II	Bengal-Nágpur	...	...	...	...	...	...	1	...	4	2	6	3	6	3
III	Indian-Midland (b)	...	...	...	...	...	...	...	...	1	...	6	2	6	2
IX	North Western (state) (c)	1	2	...	...	...	1	2	...	1	2	16	30	16	32
XI	Oudh and Rohilkhand (state).	...	1	...	...	...	...	1	1	...	...	4	10	4	10
XII	Eastern Bengal (state) (d).	...	...	...	...	...	...	...	...	3	16	8	48	8	48
XVIII	Great Indian Peninsula. (e)	...	1	...	...	...	3	2	15	1	18	17	103	20	148
XIX	Bombay, Baroda and Central India. (f)	...	1	...	1	...	...	1	...	1	8	8	33	8	34
XX	Madras	...	4	...	5	...	8	...	4	...	3	3	44	3	45
XXVI	The Nizam's Guaranteed State. (g)	...	1	...	...	...	...	...	2	1	...	5	9	5	9
XXXIII	Bengal and North-Western Tirhoot section / Company's "	...	...	...	...	...	...	...	...	...	...	4	...	4	...
XXXV	Rajputana-Malwa (h)	...	...	...	...	...	1	1	2	1	5	11	33	12	35
XXXVI	Southern Máhratta (i)	...	...	...	...	...	...	...	...	...	4	3	18	3	18
XXXIX	South Indian	...	...	...	1	...	3	...	...	2	...	6	11	6	11
XLIV	Burma (state)	...	...	...	1	...	...	...	1	1	1	1	11	1	13
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	...	...	...	...	...	...	...	1	...	3	...	3
XLIX	Dibru-Sadiya	...	...	...	...	...	...	...	1	...	...	...	3	...	3
LIII	Jodhpore-Bickaneer—Jodhpore section / Bickaneer "	...	...	...	...	...	...	...	...	...	...	1	...	1	3
LIV	Bhávnagar-Gondal-Junágarh-Porbandar (k)	...	...	...	...	...	...	...	...	...	...	...	1	...	1
LVII	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVIII	Darjeeling-Himalayan (2' 0").	...	...	...	...	...	...	...	...	...	...	...	1	...	1
LIX	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LXI	Morvi (2' 6")	...	...	...	...	...	...	...	...	...	2	...	2	...	2
	TOTAL 1893	1	11	...	8	1	19	10	27	19	68	120	408	124	466
	TOTAL Average for 2 previous corresponding periods	2	6	1	13	1	19	8	29	19	103	131	426	147	466

OTHERS.

Serial Number.	RAILWAYS.	Whilst passing over railways at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total others. Killed.	Injured.	Total all classes. Killed.	Injured.	Serial Number.
I	East Indian (a)	5	...	37	5	16	2	...	...	58	7	87	76	I
II	Bengal-Nágpur	...	...	5	2	5	...	...	...	10	2	18	9	II
III	Indian-Midland (b)	...	...	5	1	2	...	...	...	7	1	13	4	III
IX	North Western (state) (c)	1	...	23	6	9	...	2	...	35	6	66	60	IX
XI	Oudh and Rohilkhand (state).	...	2	11	3	9	1	...	...	20	6	25	25	XI
XII	Eastern Bengal (state) (d).	1	...	26	10	3	...	1	3	31	13	45	73	XII
XVIII	Great Indian Peninsula. (e)	...	2	18	10	4	...	...	...	22	12	46	180	XVIII
XIX	Bombay, Baroda and Central India. (f)	...	1	6	1	1	2	...	...	7	4	17	46	XIX
XX	Madras	...	...	2	1	...	...	...	...	2	1	5	55	XX
XXVI	The Nizam's Guaranteed State. (g)	...	...	3	...	...	...	...	...	3	...	9	12	XXVI
XXXIII	Bengal and North-Western Tirhoot section / Company's "	...	...	16	5	4	...	...	...	20	5	26	6	XXXIII
XXXV	Rajputana-Malwa (h)	1	...	22	9	1	...	...	...	24	9	38	55	XXXV
XXXVI	Southern Máhratta (i)	1	...	4	3	...	...	2	...	7	3	11	25	XXXVI
XXXIX	South Indian	1	...	3	5	...	...	...	...	4	5	12	21	XXXIX
XLIV	Burma (state)	...	...	12	4	1	...	1	...	14	4	16	29	XLIV
XLVI	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	XLVI
XLVII	Rohilkund and Kumaon (Company's section) (j)	...	...	5	2	...	...	...	...	5	2	5	6	XLVII
XLIX	Dibru-Sadiya	...	...	...	2	...	...	...	...	...	2	...	5	XLIX
LIII	Jodhpore-Bickaneer—Jodhpore section / Bickaneer "	...	...	...	...	...	...	...	...	...	...	1	3	LIII
LIV	Bhávnagar-Gondal-Junágarh-Porbandar (k)	...	...	...	1	...	...	...	...	...	1	...	2	LIV
LVII	Jorhát (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...	LVII
LVIII	Darjeeling-Himalayan (2' 0").	...	...	...	...	...	...	1	1	1	1	1	2	LVIII
LIX	The Gaekwar's Dabhoi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...	LIX
LXI	Morvi (2' 6")	...	...	...	...	...	...	...	...	...	...	...	2	LXI
	TOTAL 1893	10	5	198	70	55	5	7	4	270	84	441	696	
	TOTAL Average for 2 previous corresponding periods	17	14	187	57	45	2	11	11	260	84	460	727	

(a) Includes the Delhi-Umballa-Kalka and Tarkessur railways.
(b) " the Bhopal-Itarsi railway.
(c) " the Hyderabad-Umarkot, Rájpura-Bhátinda and Jammu and Kashmir railways.
(d) Includes the narrow gauge sections and the Bengal Central railway.
(e) " the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways.
(f) " the Gaekwar's Petlád railway and the Godhra-Limkhera section of the Godhra-Rutlam railway.
(g) Includes the Bezwada extension and the Bezwada-Godávari section of the East Coast railway.
(h) Includes the Gaekwar's Mehsana railway.
(i) Includes the Guntakal-Mysore Frontier and Mysore section and the Kolhápur railway.
(j) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).
(k) Includes the Jetalsar-Rájkot railway.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, 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.

	I.—East Indian(a).									II.—Bengal-Nágpur.									
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	2	...	...	...	2	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	2	7	9	...	...	...	1(b)	...	1	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	4	17	21	...	...	...	1	...	1	...	3	3	...	...	...	..	...	...	...
4. Collisions between light engines	1	6	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	1	7	8	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	47	47	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	6	6	...	...	...	...	...	...	...	3	3	..	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	112	112	...	...	..	...	...	...	1	61	62	...	...	..	...	...	...	...
10. Ditto over obstructions on the line	...	9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	2	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	18	18	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...
14. The failure of tyres	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	12	12	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	..	...	...	.	...	...	...	2	1	3	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	1	4	5	...	...	...	..	...	...	...
22. Slips in cuttings or embankments	...	2	2	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	...
23. Fire in trains	...	8	8	...	...	...	...	...	...	1	1	2	1	...	...	..	1	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	4	4	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...
25. Other accidents	...	7	7	...	...	...	...	...	...	1	5	6	...	...	...	...	...	...	...
TOTAL ALL CLASSES	9	277	286	...	2	...	2	...	4	11	140	151	1	...	...	...	1	...	...

	III.—Indian Midland(c).									IX.—North Western (state) (d).									
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	1	16	17	...	2	...	...	...	...	2
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	9	9	...	.	...	..	...	...	...	40	40	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	15	15	...	..	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	31	31	..	...	...	...	...	...	...	130	130	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	1	6	7	...	...	...	1	...	...	1
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	37	37	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	8	8	...	...	...	...	...	...	...	86	86	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	1	1	...	...	...	...	...	...	1	5	6	...	...	..	1	...	...	1
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	9	21	30	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	5	11	16	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	1	15	16	2(e)	...	...	.	2	...	...
25. Other accidents	...	6	6	...	...	...	...	...	...	2	47	49	...	...	..	...	...	...	...
TOTAL ALL CLASSES	57	57	...	...	...	...	...	...	...	22	462	484	2(e)	2	...	2	2	4	

(a) Includes the Rohilkund-Dabhoi and Tarkessur railways. (b) Postal employé. (c) Includes the Bhopal-Ujjain railway. (d) Includes the Hyderabad-Umarkot, Rájpura-Bhátinda and Jammu and Kashmir railways. (e) Not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, 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 —*continued*.

	XI.—Oudh and Rohilkund (state).									XII.—Eastern Bengal (state) (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		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	1	2	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	...	2	2	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	1	2	3	...	...	...	...	...	...	1	...	1	..	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	...	...	..	...	...	...	...	...	...	4	4	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	..	...	...	...	...	...	2	1	3	...	6	...	...	...	6	
9. Trains running over cattle on the line	...	88	88	...	...	...	...	...	...	1	126	127	...	...	...	...	...	...	
10. Ditto over obstructions on the line	...	1	1	...	..	...	...	...	...	1	8	9	(b)1	...	...	...	1	...	
11. Ditto through gates at level-crossings	1	...	1	..	...	...	...	...	...	...	4	4	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	
14. The failure of tyres	1	2	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
18. Ditto couplings	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
20. Broken rails	...	19	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	
25. Other accidents	...	2	2	...	...	...	...	...	...	1	10	11	...	...	...	...	...	...	
TOTAL ALL CLASSES	4	118	122	...	...	...	...	...	...	9	186	195	1	6	...	...	1	6	

	XVIII.—Great Indian Peninsula (c).									XIX.—Bombay, Baroda and Central India (d).									
	No.			Number of passengers and others		Number of servants.		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	1	1	...	...	...	1*	...	1	...	...	...	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	1	5	6	...	2	...	...	...	2	...	3	3	...	...	...	...	...	...	
4. Collisions between light engines	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	..	...	...	...	1	1	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	8	8	...	...	...	1	..	1	...	2	2	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
9. Trains running over cattle on the line	...	85	85	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	
10. Ditto over obstructions on the line	2	28	30	...	..	3	42	3	42	...	6	6	...	...	...	...	...	...	
11. Ditto through gates at level-crossings	...	6	6	...	...	...	1	...	1	...	1	1	...	...	...	1	...	1	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, etc., of engines	...	20	20	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	75	75	...	...	...	...	...	...	...	22	22	...	...	..	...	...	...	
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto axles	...	5	5	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	
17. Ditto brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto couplings	...	11	11	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
23. Fire in trains	...	17	17	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	
25. Other accidents	...	9	9	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	
TOTAL ALL CLASSES	3	285	288	..	2	3	45	3	47	...	71	71	...	...	...	1	...	1	

(a) Includes the narrow gauge sections and the Bengal Central railway. (b) Not a passenger. (c) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways. (d) Includes the Gaekwar's Petlád and the Godhra-Limkhera section of the Godhra-Ratlam railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, 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 —*continued.*

	XX.—MADRAS.								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	..	...	..	...	...	...
3. Collisions between goods trains or parts of goods trains	...	..	...	..	..	..	...	...	...
4. Collisions between light engines	...	1	1	..	..	..	1	...	1
5 Passenger trains or parts of passenger trains leaving the rails	...	4	4	..	..	..	..	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	7	7	..	..	..	..	...	...
7. Trains or engines travelling in the wrong direction through points	...	4	4	...	..	..	..	..	...
8. Trains running into stations or sidings at too high a speed	...	...	...	..	..	..	..	..	...
9. Trains running over cattle on the line	...	63	63	..	..	..	..	..	...
10. Ditto over obstructions on the line	...	2	2	..	..	..	..	..	...
11. Ditto through gates at level-crossings	...	1	1	..	..	..	..	..	...
12. The bursting of boilers of engines	...	...	...	..	..	..	..	..	...
12(a). Ditto of tubes, etc., of engines	...	...	...	..	..	..	..	..	...
13. The failure of machinery, springs, etc., of engines	...	...	...	..	..	..	..	..	...
14. The failure of tyres	1	...	1	..	..	..	..	..	...
15. Ditto wheels	...	...	...	..	..	..	..	..	...
16. Ditto axles	...	...	...	..	..	..	..	..	...
17. Ditto brake apparatus	...	...	...	..	..	..	..	..	...
18. Ditto couplings	...	...	...	..	..	..	..	..	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	..	..	..	..	..	...
20. Broken rails	...	...	...	..	..	..	..	..	...
21. The flooding of portions of permanent-way	...	1	1	..	..	..	..	..	...
22. Slips in cuttings or embankments	...	..	...	..	..	..	..	..	...
23. Fire in trains	...	30	30	..	..	..	..	..	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	..	..	..	..	..	...
25. Other accidents	...	1	1	..	..	..	..	..	...
TOTAL ALL CLASSES	1	114	115	...	...	...	1	...	1

	XXVI.—THE NIZAM'S GUARANTEED STATE (a).								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	..	...	..	..	..	..	..
3. Collisions between goods trains or parts of goods trains	...	...	.	..	..	..	..	..	..
4. Collisions between light engines	...	...	...	..	..	..	..	..	..
5 Passenger trains or parts of passenger trains leaving the rails	2	...	2	..	..	..	..	..	..
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	8	8	16	..	..	..	..	..	..
7. Trains or engines travelling in the wrong direction through points	...	4	4	..	..	..	..	..	..
8. Trains running into stations or sidings at too high a speed	...	1	1	..	..	..	..	..	..
9. Trains running over cattle on the line	...	99	99	..	..	..	..	..	..
10. Ditto over obstructions on the line	...	...	...	..	..	..	..	..	..
11. Ditto through gates at level-crossings	..	1	1	..	..	..	..	..	..
12. The bursting of boilers of engines	...	...	...	..	..	..	..	..	..
12(a). Ditto of tubes, etc., of engines	...	9	9	..	..	..	..	..	..
13. The failure of machinery, springs, etc., of engines	...	10	10	..	..	..	..	..	..
14. The failure of tyres	...	...	...	..	..	..	..	..	..
15. Ditto wheels	...	...	...	..	..	..	..	..	..
16. Ditto axles	...	...	...	..	..	..	..	..	..
17. Ditto brake apparatus	...	...	...	..	..	..	..	..	..
18. Ditto couplings	...	1	1	..	..	..	..	..	..
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	..	..	..	..	..	..
20. Broken rails	...	...	...	..	..	..	..	..	..
21. The flooding of portions of permanent-way	11	...	11	..	..	..	..	..	..
22. Slips in cuttings or embankments	...	1	1	..	..	..	..	..	..
23. Fire in trains	...	...	...	..	..	..	..	..	..
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	..	..	..	..	..	..
25. Other accidents	2	1	3	..	..	..	..	..	..
TOTAL ALL CLASSES	23	135	158	...	...	...	...	...	...

	XXXIII.—BENGAL AND NORTH-WESTERN (TIRHOOT AND COMPANY'S SECTIONS).								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	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	...	...	...	..	..	..	..	..	..
5 Passenger trains or parts of passenger trains leaving the rails	...	1	1	..	..	..	..	..	..
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	10	10	..	..	..	..	..	..
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	...	36	36	..	..	..	..	..	..
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, etc., of engines	...	1	1	..	..	..	..	..	..
13. The failure of machinery, springs, etc., of engines	...	10	10	..	..	..	..	..	..
14. The failure of tyres	...	...	...	..	..	..	..	..	..
15. Ditto wheels	...	...	...	..	..	..	..	..	..
16. Ditto axles	...	1	1	..	..	..	..	..	..
17. Ditto brake apparatus	...	1	1	..	..	..	..	..	..
18. Ditto couplings	...	3	3	..	..	..	..	..	..
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	..	..	..	..	..	..
20. Broken rails	...	...	...	..	..	..	..	..	..
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	...	...	...	..	..	..	..	..	..
25. Other accidents	...	5	5	..	..	..	..	..	..
TOTAL ALL CLASSES	...	70	70	...	...	...	...	...	...

	XXXV.—RAJPUTANA-MALWA (b).								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	1	2	..	..	..	..	..	..
3. Collisions between goods trains or parts of goods trains	...	10	10	..	..	..	2	..	2
4. Collisions between light engines	...	3	3	..	..	..	..	..	..
5 Passenger trains or parts of passenger trains leaving the rails	...	2	2	..	..	..	..	..	..
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	7	7	..	..	..	..	..	..
7. Trains or engines travelling in the wrong direction through points	...	3	3	..	..	1	..	1	..
8. Trains running into stations or sidings at too high a speed	...	3	3	..	..	..	..	..	..
9. Trains running over cattle on the line	...	116	116	..	..	..	..	..	..
10. Ditto over obstructions on the line	...	30	30	..	..	..	..	..	..
11. Ditto through gates at level-crossings	...	3	3	..	..	..	..	..	..
12. The bursting of boilers of engines	...	...	...	..	..	..	..	..	..
12(a). Ditto of tubes, etc., of engines	...	10	10	..	..	..	..	..	..
13. The failure of machinery, springs, etc., of engines	...	20	20	..	..	..	..	..	..
14. The failure of tyres	...	1	1	..	..	..	..	..	..
15. Ditto wheels	...	1	1	..	..	..	..	..	..
16. Ditto axles	...	6	6	..	..	..	..	..	..
17. Ditto brake apparatus	...	1	1	..	..	..	..	..	..
18. Ditto couplings	...	38	38	..	..	..	..	..	..
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	..	..	..	..	..	..
20. Broken rails	...	5	5	..	..	..	..	..	..
21. The flooding of portions of permanent-way	...	13	13	..	..	..	..	..	..
22. Slips in cuttings or embankments	...	..	...	..	..	..	..	..	..
23. Fire in trains	...	...	...	..	..	..	..	..	..
24. Fire at stations, or involving injury to bridges or viaducts	...	5	5	..	..	..	..	..	..
25. Other accidents	...	9	9	..	..	..	..	..	..
TOTAL ALL CLASSES	1	287	288	...	...	1	2	1	2

(a) Includes the Bezwada extension and the Bezwada-Godavari section of the East Coast railway.

(b) Includes the Gaekwar's Mehsana railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, 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 —*continued.*

	XXXVI.—SOUTHERN MAHRATTA (a).								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	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	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	1	6	7	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	2	7	9	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	397	397	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	7	7	...	..	...	...	...	...
11. Ditto through gates at level-crossings	...	2	2	...	...	...	..	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	53	53	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	32	32	...	...	...	...	...	...
14. The failure of tyres	...	2	2	...	...	...	...	...	...
15. Ditto wheels	...	1	1	...	...	...	...	...	...
16. Ditto axles	1	1	2	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	20	20	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	9	9	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	..	...	...	...	...	...	...	...
23. Fire in trains	...	12	12	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	3	3	...	...	...	...	...	...
TOTAL ALL CLASSES	4	557	561	...	...	...	...	...	...

	XXXIX.—SOUTH INDIAN.								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	22	22	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	216	216	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	3	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	5	5	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	4	4	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	5	5	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	12	12	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	1	1	...	...	...	...	...	...
23. Fire in trains	...	19	19	...	1	...	...	1	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	...	298	298	...	1	...	...	1	...

	XLIV.—BURMA (STATE).								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	7	...	2	...	9
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	..	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	5	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	18	18	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	39	39	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	4	4	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	..	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	13	13	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	6	6	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...
25. Other accidents	...	4	4	...	...	...	...	...	...
TOTAL ALL CLASSES	1	95	96	...	7	...	2	...	9

	XLVI.—DEOGHUR.								
	No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	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, etc., 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, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...	...

(a) Includes the Guntakal-Mysore Frontier and the Mysore sections and the Kolhapur railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, 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—*continued.*

	XLVII.—ROHILKUND AND KUMAON (COMPANY'S SECTION) (a).									XLIX.—DIBRU-SADIYA.									LIII.—JODHPORE-BIKANEER (JODHPORE AND BIKANEER SECTIONS).									LIV.—BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (b).								
	No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes		No.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	..	...	...	...	...	...	..	...	...	...	..	...	1	...	1	...	...	...	3	...	3	...	..	...	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...		...	.	...		...	1	1	...	..	...	...	...	...	...	...	...	...	...	...	..	...	...	..	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	..	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	1	5	6	..	..	...	...	..	...	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	6	6		...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	11	11	...	...	...	...	...	...	...	31	31	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	6	6	...	...	...	.	...	...	..	16	16	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	2	2	...	...	...	...	...	...	...	29	29	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	12	...	12	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	3	...	...	...	...	...	...	...	2	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	36	36	...	...	...	...	...	...	1	110	111	...	...	...	...	...	...	1	24	25	...	...	...	3	...	3	12	21	33	...	...	...	...	...	...

(a) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).

(b) Includes the Jetalsar-Dhoraji railway.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1893, 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—*concluded.*

	LVII.—JORHAT.									LVIII.—DARJEELING-HIMALAYAN.									LIX.—THE GAEKWAR'S DABHOI.									LXI.—MORVI (2' 6").								
	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	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	11	11	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	2.	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	14	14	...	...	...	...	...	...	...	4	4	...	..	...	...	...	...	...	6	6	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...

ABSTRACT No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several railways open for traffic in India, reported during the nine months ending 30th September 1893, 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.

	TOTAL.								
	Number.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890.	Other accidents.	TOTAL.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	4	...	4	...	9	...	5	...	14
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	6	15	21	...	...	...	(a)2	...	2
3. Collisions between goods trains or parts of goods trains	7	63	70	...	4	...	3	...	7
4. Collisions between light engines	1	20	21	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails	11	52	63	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	10	221	231	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	60	60	...	...	1	1	1	1
8. Trains running into stations or sidings at too high a speed	2	12	14	...	6	...	...	...	6
9. Trains running over cattle on the line	2	1,684	1,686	...	...	...	...	...	...
10. Ditto over obstructions on the line	4	108	112	(b)1	...	3	43	4	43
11. Ditto through gates at level-crossings	1	37	38	...	...	...	2	...	2
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	112	112	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	337	337	...	...	...	...	...	...
14. The failure of tyres	2	10	12	...	...	...	...	...	...
15. Ditto wheels	...	8	8	...	...	...	...	...	...
16. Ditto axles	1	27	28	...	...	...	...	...	...
17. Ditto brake apparatus	...	5	5	...	...	...	...	...	1
18. Ditto couplings	1	182	183	...	...	...	1	...	1
19. Ditto tunnels, bridges, viaducts, culverts, etc.	3	5	8	...	...	...	...	...	...
20. Broken rails	...	41	41	...	...	...	...	...	...
21. The flooding of portions of permanent-way	33	68	101	...	...	...	...	...	...
22. Slips in cuttings or embankments	6	23	29	...	...	...	...	...	...
23. Fire in trains	1	100	101	1	1	...	...	1	1
24. Fire at stations, or involving injury to bridges or viaducts	1	34	35	(b)2	...	...	...	2	...
25. Other accidents	6	124	130	...	...	...	...	...	...
TOTAL ALL CLASSES	102	3,378	3,480	(c)4	20	4	58	8	78

Mean mileage worked	18,004·44
Number of servants employed	178,362
Train-mileage of all descriptions	48,738,467
Number of passengers carried	94,808,788
Passenger-mileage	4,189,749,595
Per mile open—	
Train-mileage of all descriptions	2,707
Number of passengers carried	5,266
Passenger-mileage	232,706
Total passengers—	
Killed per million of passengers	0·011
Injured per ditto ditto	0·212
Killed per million of passenger-miles	0·000
Injured per ditto ditto	0·005

(a) One of these was a postal employé.
(b) Not passengers.
(c) Of these three were not passengers.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 5th, 1894.

General Summary.—The storm which entered the Gulf of Martaban at the close of the previous week had by the morning of the 29th advanced further north, and had entered Lower Burma, following the course of a storm similar to it in many respects which formed in the same area at the end of April last year. Pressure was upwards of a third of an inch in defect at Rangoon, and was probably from four to five-tenths of an inch in defect in the centre of the storm area. By next morning pressure had increased briskly to rapidly in Lower Burma, and the storm had during the previous twenty-four hours advanced inland and broken up among the hills. The effects of it were apparent, however, as far inland as Fort Stedman and Lashio, where the barometer had fallen briskly, and moderately heavy rain had been received. Heavy rain had also fallen at the Lower Burma Coast stations, Moulmein registering 4·00 inches during the previous twenty hours, Diamond Island 3·19 inches, and Rangoon 2·59 inches. Rain continued at the majority of the Burma stations throughout the rest of the week, but in nearly all cases the amounts reported each day were small.

Weather was slightly disturbed in Northern India at the close of the week, and showers of rain, in the majority of cases accompanying thunderstorms, were reported during the week from Bengal, Southern India, the North-Western Provinces, and the Punjab, but the falls were generally light and not of any great importance. Snow fell again at Gnatong in Upper Sikkim at the beginning of the week, unusually late in the season. Temperature was on the whole in excess in Northern India, but was slightly to considerably in defect in Burma and Southern India. The mean temperature of the week for the whole of India was normal.

Daily Summary.—*Sunday.*—Pressure had given way over the whole of India,—briskly over the greater part of Northern and Central India, and briskly to rapidly in Lower Burma, where the cyclonic storm noticed at the close of the previous week had advanced into the Gulf of Martaban and was crossing over into Lower Burma, following the same track as the similar storm of the last week of April 1893. Strong cyclonic winds were blowing in Lower Burma, but winds on the Bengal and Orissa Coasts were weaker than for some days past. Diamond Island registered 3·55 inches of rain and Bassein, Rangoon, and Thayetmyo over 1 inch. Rain was also reported from Southern India, where Trivandrum and Cochin each received over an inch, and a snowstorm occurred at Gnatong, the fall amounting to half an inch of melted snow. Temperature fell largely in Lower Burma due to the general rainfall.

Monday.—A brisk to rapid rise of pressure had taken place in Lower Burma, and the depression in that area had advanced inland and broken up during the past twenty-four hours. Pressure changes elsewhere were generally small. Pressure was in defect everywhere, the largest defect being in Upper India and Assam. Winds in Burma were very irregular, but were generally southerly at the coast stations. At some of the Upper India hill stations abnormal northerly winds prevailed. Moderate to heavy rain was reported from Burma and Southern India. Moulmein received 4·00 inches, Diamond Island 3·19 inches, Rangoon 2·59 inches, Fort Stedman 2·33 inches, Toungoo 2·15 inches, Lashio 1·83 inches, and Bassein 1·49 inches. In Southern India Calicut received 2·45 inches, Cochin 1·47 inches, and Trichinopoly 1·41 inches. Temperature had again fallen considerably at the Burma stations. Abnormally high temperatures were registered at the Madras Coast stations due to westerly land winds. At Masulipatam and Madras the day temperature was 8° in excess of the normal.

Tuesday.—Pressure had increased over the whole of India, the rise exceeding a tenth of an inch in Burma, Assam, and East Bengal, where pressure had been restored to the normal. Shallow depressions of no great importance lay over the West Punjab and the Madras Coast districts. Light showers of rain were received at the majority of stations in Burma and at a few stations in Bengal and Southern India. Temperature had increased in all provinces except Madras.

Wednesday.—Pressure continued to rise, but by small and irregular amounts, and was nearly normal over the whole of India. Temperature had increased rapidly in the north-west, but had fallen slightly in Bengal and Burma owing to thunderstorms and showers of rain. Toungoo received 1·17 inches, Rangoon 1·15 inches, and Jessore ·61 inch. Cocanada reported a fall of 1·17 inches.

Thursday.—The barometric changes were small and irregular, but did not affect the pressure distribution, which continued nearly normal. Very hot dry weather prevailed generally. Diamond Island received 1·10 inches of rain. A few other showers were reported, but none of them exceeded a quarter of an inch. Easterly winds prevailed in Bihar and the eastern districts of the North-Western Provinces. Temperature had fallen in Sind and Rajputana, but in all other provinces it had increased by small amounts.

Friday.—Pressure had changed very irregularly, increasing briskly to rapidly in Baluchistan, Upper Sind, and West Punjab, and falling slightly to briskly in the South-East Punjab. The Upper India depression had hence moved eastwards to the foot of the hills. Rain had fallen in Southern India, Burma, North Bengal, and the North Punjab. Amounts exceeding one inch were received at Calicut, Wellington, Rajahmundry, Purnea, and Jalpaiguri.

Saturday.—Pressure had fallen at most stations, but the changes were very irregular. Pressure was lowest in a tract extending from the South-East Punjab to Chota Nagpur. Easterly winds had extended over the Gangetic plain into the South-East Punjab, and had caused a considerable increase of humidity in the North-Western Provinces. Rain was reported from most of the stations in Burma and from a few stations in Bengal and Southern India, but the falls were in all cases small.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week:

Province.	April 1894.		May 1894.					Mean variation of week.
	29th.	30th.	1st.	2nd.	3rd.	4th.	5th.	
	°	°	°	°	°	°	°	°
Burma	−0·9	−4·7	−2·0	−2·8	−2·2	−1·4	−2·0	−2·3
Bengal and Assam	+1·8	+2·0	+3·0	+1·5	+2·5	+2·6	+2·1	+2·2
North-Western Provinces and Oudh.	−3·9	−3·5	−1·7	+0·7	+1·8	+1·7	+2·8	−0·3
Punjab	−2·1	+0·4	+2·5	+5·7	+6·4	+3·2	+0·6	+2·4
Bombay	−1·8	−2·7	−1·8	−1·1	−0·5	+0·5	+0·4	−1·0
Central Provinces and Berar	−3·6	−3·0	−2·0	−0·8	+1·0	+1·3	+0·6	−0·9
Central India and Gujarat	−3·1	−1·5	−1·1	+0·3	+0·3	+0·3	+0·7	−0·6
Sind and Rajputana	−2·6	−0·4	+2·3	+3·2	+0·7	+1·6	+2·1	+1·0
Madras	−1·1	−0·9	−1·6	−1·5	−1·3	−2·5	−1·9	−1·5
Mean for whole of India	−1·9	−1·6	−0·3	+0·6	+1·0	+0·8	+0·6	−0·1

Temperature has been below the normal throughout the week in both Burma and Madras, due to the unusually heavy rainfall received in those provinces. At the commencement of the week it was considerably in defect in the North-Western Provinces, Central India, and the Central Provinces; and in slight to moderate defect in all other provinces, except Bengal, where it has been in

excess throughout the week. But temperature rose steadily over the whole of Northern India as the week advanced, and strongly marked hot weather conditions prevailed over this area during the greater part of the week. Temperature was most in excess in the Punjab. In Central India, the Central Provinces, and in the Peninsula generally the variations from the normal were not large. The mean temperature for the week was two degrees in excess of the normal in Bengal and the Punjab, and one degree in Sind and Rajputana. It was in defect in all other provinces, the defect being greatest in Burma (−2·3°) and in Madras (−1·5°).

The mean temperature for the whole of India was in defect in the first three days of the week, and was slightly in excess on the remaining four days. For the whole week it was normal, being only 0·1° in defect.

Rainfall.—General rain has fallen during the week in Burma, Bengal, and Southern India. It has been heaviest in Burma, where the average rainfall in Tenasserim was 10·97 inches, and in Lower and Central Burma over 4 inches. With the exception of Burma, the rainfall of the week has been small in amount.

Thirty-two of the fifty-two rainfall divisions received rain, but, excluding those of Burma, there were only five divisions the average rainfall of which exceeded half an inch, and in none of these did it amount to as much as one inch. In fifteen others it did not exceed a quarter inch.

Only the divisions of Tenasserim, Lower and Central Burma, South Oudh, the Konkan, and east coast (north *a*) of Madras received amounts in excess of the usual average rainfall of the week.

For the period 4th March to 5th May the rainfall has been in excess of the normal in Tenasserim, Lower and Central Burma, North Bengal, North-West and West Punjab, Bombay and Malabar Coast districts, Berar, Central Provinces (West), and Madras, with the exception of Hyderabad (South). The rainfall has been most excessive in Tenasserim and Lower and Central Burma; and nearly the whole of the rainfall of the period in these divisions has been received during the past week. The rainfall was more than 75 per cent. in defect in South Bihar, the submontane and west districts of the North-Western Provinces, South Punjab, Central Provinces (East), Kathiawar, Sind, and Rajputana.

The largest amounts received during the week were at the following stations in Burma: Thaton (Amherst), 12·19 inches; Moulmein, 9·75 inches; Kyaikto (Shwegyin), 8·03 inches; and five other stations amounts exceeding 6 inches. The largest amounts received in India were Calicut, 4·16 inches and Seringapatam (Mysore), 3·56 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending May 5th, 1894.			Rainfall data from March 4th to May 5th, 1894.		
		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, March 4th to May 5th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	10·97	1·79	+ 9·18	12·80	4·99	+ 157
	Lower Burma	4·62	0·48	+ 4·14	6·10	1·87	+ 226
	Central Burma	4·07	0·44	+ 3·63	5·89	1·81	+ 225
	Upper Burma	1·15	?	?	2·56	?	?
	Arakan	0·05	1·54	— 1·49	0·86	3·42	— 75
Bengal and Assam	Eastern Bengal	0·03	2·42	— 2·39	5·18	8·52	— 39
	Assam (Surma)	0·27	4·85	— 4·58	17·07	26·45	— 35
	Do. (Brahmaputra)	0·31	2·86	— 2·55	7·76	13·08	— 41
	Deltaic Bengal	0·24	1·55	— 1·31	3·78	5·38	— 30
	Central Bengal	0·23	0·96	— 0·73	2·08	3·18	— 35
	North Bengal	0·64	1·73	— 1·09	6·60	6·55	+ 1
	Orissa	0·10	0·40	— 0·30	1·86	2·58	— 28
	Chota Nagpur	0·13	0·33	— 0·20	1·09	1·70	— 36
	Bihar (South)	0	0·21	— 0·21	0·18	0·76	— 76
	Do. (North)	0·47	0·54	— 0·07	0·94	1·59	— 41
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·03	— 0·03	0·13	0·37	— 65
	Do. (Submontane) (*a*)	0	0·10	— 0·10	0·04	0·59	— 93
	Oudh (South)	0·15	0·05	+ 0·10	0·17	0·48	— 65
	Do. (North)	0	0·06	— 0·06	0·23	0·66	— 65
	North-Western Provinces (Central).	0·01	0·02	— 0·01	0·10	0·40	— 75
	North-Western Provinces (West).	0	0·04	— 0·04	0·12	0·55	— 78
	North-Western Provinces (Submontane) (*b*)	0	0·16	— 0·16	0·97	1·70	— 43
Punjab	Punjab (South)	0	0·03	— 0·03	0·13	0·78	— 83
	Do. (Central)	0	0·04	— 0·04	0·30	0·77	— 61
	Do. (Submontane)	0·03	0·08	— 0·05	1·15	1·56	— 26
	Do. (Hill Districts)	0	0·32	— 0·32	4·50	4·61	— 2
	Do. (North-West)	0·03	0·16	— 0·13	3·70	3·19	+ 16
	Do. (West)	0	0·04	— 0·04	1·42	1·10	+ 29
Bombay and Malabar Coast Districts (Madras).	Malabar	0·66	1·02	— 0·36	7·26	4·50	+ 61
	Madras (South Central)	0·64	0·93	— 0·29	4·64	3·75	+ 24
	Coorg	0·41	1·08	— 0·67	5·42	4·07	+ 33
	Mysore	0·57	0·69	— 0·12	3·89	2·10	+ 85
	Konkan	0·18	0·09	+ 0·09	0·64	0·30	+ 113
	Bombay Deccan	0·08	0·23	— 0·15	2·22	1·10	+ 102
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·01	0·03	— 0·02	0·51	0·17	+ 200
Central Provinces and Berar.	Berar	0	0·04	— 0·04	0·66	0·57	+ 16
	Central Provinces (West)	0·01	0·06	— 0·05	0·66	0·52	+ 27
	Ditto (Central)	0	0·08	— 0·08	0·38	0·83	— 54
	Ditto (East)	0	0·12	— 0·12	0·04	1·24	— 97
Bombay (North)	Gujarat	0	0	0	0·01	0·01	0
	Kathiawar	0	0	0	0·04	0·22	— 82
	Sind	0	0·02	— 0·02	0·04	0·38	— 89
Rajputana and Central India.	Central India (East)	0	0·02	— 0·02	0·07	0·22	— 68
	Rajputana (East), Central India (West).	0	0·03	0·03	0·06	0·25	— 76
	Rajputana (West)	0	0·07	— 0·07	0	0·18	— 100
Madras	East Coast (North)	0·25	0·29	— 0·04	1·81	1·31	+ 38
	Ditto (ditto) (*a*)	0·45	0·35	+ 0·10	4·05	2·13	+ 90
	Hyderabad (South)	0	0·14	— 0·14	0·38	1·31	— 71
	Madras (Central)	0·26	0·33	— 0·07	1·11	0·87	+ 28
	East Coast (Central)	0·09	0·18	— 0·09	1·20	0·67	+ 79
	Ditto (South)	0·58	0·71	— 0·13	2·43	1·58	+ 54
	Madras (South)	0·42	0·52	— 0·10	4·71	3·11	+ 51

SIMLA, *10th May, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 5th May.*—Showers in all districts, good in parts of the Circars, the Central, and the Deccan districts. Ploughing and sowing commencing in parts for next season's crop. Standing crops generally fair. Some harvest is still proceeding with moderate outturn. Pasturage scarce, but fodder abundant, and cattle generally in good condition. Prices almost stationary, but slightly easier in the Carnatic and Central districts, and rather dearer in the Southern districts.

Bombay.—*For week ending 9th May.*—Slight rain in parts of five districts. Standing crops damaged by rust, blight, or winds in parts of two districts; otherwise good, except cotton in Surat. Reaping of late crops progressing in four and cotton picking in three districts. Preparations for next season general. Agricultural stock healthy and fodder sufficient, except in one district. Prices steady, except in two districts. Numbers on relief works: Baroda, 1,080.

Bengal.—*For week ending 5th May.*—There was fairly general rain in the Presidency, Rajshahi, and Bhagalpur divisions during the week; in other divisions the falls were local in character. Ploughing and early sowings are in progress. In East Bengal early rice and jute are already sown, but the young seedlings are in need of rain. Sugarcane, indigo, and millets are doing well. The spring rice harvest is nearly finished, and, except in Howrah and the 24-Pergunnahs, the outturn is reported to be good. Opium weighments are over. Fodder and water-supply are generally sufficient, and cattle are reported in good condition. Prices of common rice continue almost stationary.

North-Western Provinces and Oudh.—*For week ending 9th May.*—Slight rain has fallen in eight districts. Threshing and winnowing approaching completion. Sugarcane and extra summer crops being irrigated. Markets well supplied. Fodder and water adequate. Prices fairly steady, but have slightly fallen in a few districts.

Punjab.—*For week ending 9th May.*—Slight rain has fallen in two districts only. Harvesting and threshing of spring crops in progress, and sowings of extra spring crops nearly completed. Weedings of sugarcane and cotton commenced. The outturn of the spring crops and the prospects of the extra spring crops are said to be good. The condition of cattle is generally good, and fodder is sufficient throughout the province. Prices fluctuating in one district, falling in one, rising in three others, and stationary elsewhere.

Central Provinces.—*For week ending 9th May.*—Usual hot weather conditions prevail, nights being cooler than usual. The people are occupied in winnowing and manuring. No material change in circumstances. Prices falling

in Jabalpur, also in two tahsils of Saugor; stationary in the other two tahsils. Grain is being imported into Saugor and Damoh, but Saugor is not receiving in large quantities. The total grain imports into Saugor during April under 35,000 maunds; imports during the week 11,140 maunds. Damoh is reported to have received 37,494 maunds by road during the week. No gratuitous relief in either district. Number of persons on relief works in two tahsils of Saugor 3,691; figures for the other two tahsils have not been furnished. In Damoh only 990 persons are on relief works. The labouring classes are reported to be distressed in parts of the Chanda district.

Burma.—*For week ending 5th May.*—Rain has fallen over the whole province, and heavily on the coast of Lower Burma. In Upper Burma agricultural operations in connection with dry-weather paddy are progressing favourably, and reaping continues in several districts. Ploughing and sowing for early wet-weather paddy continue in a few places, and cultivation on hill clearings is progressing. Crop prospects good. Fodder and water-supply sufficient. The price of paddy in Lower Burma has varied slightly in four districts. In Upper Burma, except for a rise of 10 per cent. in the Lower Chindwin and Thayetmyo, the variations in other districts are unimportant.

Assam.—*For week ending 8th May.*—Weather warm. Early rice sowing and sugarcane planting continue. Condition of cattle good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 9th May.*—MYSORE: Rainfall good in the Mysore district. Crops and prospects good. No material change in prices.

COORG: Rainfall moderate. Sowing of rice begun in one taluk. Ploughing of rice fields in progress in some parts. Sowing of *ragi* (*Eleusine coracana*) commenced. Fodder and water for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 9th May.*—BERAR: Weather warm. Threshing of wheat and linseed not yet completed in the Melghat taluka. Land is being prepared for the ensuing rain-crop. The price of fodder has risen in one taluka, and fodder is reported insufficient in three other talukas. Water-supply inadequate in the Melghat taluka only. Prices fluctuating in two districts; otherwise stationary.

HYDERABAD: No rain during the week. Cutting of hot-weather crops continues. Prices steady.

Central India.—*For week ending 9th May.*—No rain during the week. Harvesting operations completed throughout Central India. The outturn has been fairly good in Baghelkhand, Western Malwa, and Bhopawar. There is likely to be scarcity in parts of Gwalior owing to the destruction of wheat by rust, and the outturn of this crop in Bhopal, Bundelkhand, and Goona will probably be below average. The cattle in parts of Gwalior are in indifferent condition. Pasturage good and sufficient generally, except in parts of Gwalior. Prices of food-grains have slightly fallen in the Bhopal and Goona Agencies, but are steady in other Agencies.

Rajputana.—*For week ending 9th May.*—Agricultural operations and cattle generally satisfactory. Reaping of crops completed; prospects generally good. Pasturage or fodder sufficient, except in Karauli and Dholpur, where it is reported failing. Prices rising in three States, falling in one, fluctuating in two others, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 8th May.*—Weather fine. Water for irrigation ample. Spring crops in good condition. Rice sowings in progress. Prices stationary.

JAMMU PROVINCE.—*For week ending 7th May.*—No rain. Weather clear. Threshing of spring crops in progress. Standing crops in fair condition. Fodder scarce in Ladakh; sufficient elsewhere. Prices tending to rise.

Nepal.—*For week ending 5th May.*—Weather cloudy with occasional thunderstorms. Prospects favourable.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 29TH APRIL 1893, AND FROM 1ST JANUARY TO 28TH APRIL 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 29th April 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 28th April 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 29th April 1893.	Earnings from 1st January to 28th April 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	11,10,872	680	1,683	12,10,355	719	1,75,29,147	1,91,48,191	16,19,044	...
Bengal-Nágpur	180	863	1,59,666	185	862	1,66,092	193	28,10,154	30,10,282	2,03,128	...
Indian Midland	145	752	1,39,435	185	752	1,42,170	189	20,02,156	20,86,380	84,224	...
Bezwáda Extension	96	21	1,991	95	21	1,573	75	36,481	29,071	...	7,410
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,78,118	340	1,719	6,83,630	398	85,79,107	92,05,552	6,26,445	...
South Indian	157	1,043	1,82,368	175	1,042	1,54,072	148	26,82,993	23,43,241	...	3,39,752
Southern Mahratta (*b*)	109	1,156	1,36,154	118	1,164	1,61,833	139	19,87,722	21,43,190	1,55,468	...
Bengal and North-Western (*c*)	162	756	1,44,373	191	756	1,50,030	198	20,95,229	20,11,581	...	83,648
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	17,326	78	231	19,792	84	2,75,173	3,55,956	80,783	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	14,190	14,190	...
TOTAL	272	8,147	24,70,303	303	8,247	26,90,557	326	3,80,04,162	4,03,56,634	23,52,472	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,52,880	220	2,507	6,25,204	249	98,04,580	1,08,55,642	10,51,062	...
Oudh and Rohilkhand (state)	272	692	2,22,723	322	741	2,32,717	314	32,42,606	35,75,478	3,32,872	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	250	777	2,25,275	290	813	2,43,100	299	33,79,460	40,29,661	6,50,201	...
Bengal Central (*e*)	120	125	16,249	130	125	16,270	130	2,04,740	2,59,048	...	4,798
East Coast (state)	55	91	5,671	62	266	32,756	123	(*f*)55,415	3,75,545	3,20,130	...
Metre gauge—											
Burma (state)	274	715	1,50,188	210	730	1,21,857	167	30,67,615	26,91,143	...	3,76,472
Special gauges—											
Jorhát (state provincial)	46	25	809	32	28	895	32	17,411	18,475	1,064	...
Cherra-Companyganj (state provincial)	58	8	501	63	8	543	68	8,562	7,858	...	704
TOTAL	231	4,942	11,74,296	238	5,218	12,73,342	244	1,98,40,395	2,18,13,750	19,73,355	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	11,06,048	742	1,490	8,92,081	599	1,59,37,827	1,59,89,520	51,693	...
Bombay, Baroda and Central India	765	461	4,75,292	1,031	461	4,59,000	996	58,28,701	58,85,975	57,274	...
Madras	242	840	1,96,742	234	840	1,92,353	229	34,68,929	32,59,085	...	2,09,844
TOTAL	525	2,791	17,78,082	637	2,791	15,43,434	553	2,52,35,457	2,51,34,580	...	1,00,877
TOTAL (GUARANTEED AND STATE)	304	15,880	54,22,681	341	16,256	55,07,333	339	8,30,80,014	8,73,04,964	42,24,050	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	24,960	155	161	24,722	154	3,97,652	4,97,755	1,00,103	...
Tarkessur	277	22	6,752	307	22	6,735	306	1,13,886	1,21,729	7,843	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	10,990	164	67	9,811	146	1,27,043	1,51,541	24,498	...
Dibru-Sadiya	126	78	12,204	156	78	9,637	124	1,65,477	1,78,665	13,188	...
TOTAL	142	328	54,906	167	328	50,905	155	8,04,058	9,49,690	1,45,632	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	67,501	203	333	75,963	228	10,33,062	10,10,687	...	22,375
The Gaekwar's Petlád	103	13	1,449	111	13	1,220	94	23,735	21,719	...	2,016
Rájpura-Bhátinda	124	108	17,108	158	108	14,774	137	2,29,901	2,56,374	26,473	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	33,395	101	362	33,862	94	5,76,822	5,11,503	...	65,319
The Gaekwar's Mehsána	80	93	7,609	82	93	9,880	106	1,31,137	1,57,531	26,394	...
Kolhápur	83	29	2,162	75	29	2,843	98	40,856	47,521	6,665	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	6,678	93	72	5,450	76	103,523	93,002	...	10,521
TOTAL	125	979	1,35,902	139	1,010	1,41,992	143	21,39,036	20,98,337	...	40,699
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	60,426	181	334	56,088	168	8,09,542	7,64,878	...	44,664
Jetalsar-Rájkot	24	46	3,327	72	46	4,363	95	(*i*) 7,066	53,503	46,437	...
Jodhpur-Bickaneer	53	364	17,163	47	364	23,500	65	3,11,126	4,53,822	1,42,696	...
Special gauge—											
Morvi	70	94	7,313	78	94	7,902	84	1,04,235	1,12,617	8,382	...
TOTAL	93	838	88,229	105	838	91,853	110	12,31,969	13,84,820	1,52,851	...
GRAND TOTAL	282	18,025	57,01,718	316	18,432	57,94,083	314	8,72,55,077	9,17,37,811	[illegible]	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company, from the date of opening, *viz.*, 20th February 1893.
(*f*) Total earnings of the Bezwáda-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th to 29th April 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 10th May, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. IV OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 29th April 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 28th April 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st to 29th April 1893.	Earnings from 1st to 28th April 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	580	1,634	11,10,872	680	1,683	12,10,355	719	43,67,810	46,04,163	2,36,653	...
Bengal-Nágpur	140	863	1,59,666	185	862	1,66,692	193	7,37,193	6,85,354	...	51,839
Indian Midland	129	752	1,39,435	185	752	1,42,170	189	5,58,707	5,33,218	...	25,469
Bezwáda Extension	80	21	1,991	95	21	1,573	75	7,260	6,480	...	780
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,78,118	340	1,719	6,83,630	398	21,27,882	23,78,470	2,50,588	...
South Indian	139	1,043	1,82,368	175	1,042	1,54,072	148	6,71,630	6,01,272	...	70,358
Southern Mahratta (*b*)	87	1,156	1,36,154	118	1,164	1,61,833	139	5,46,149	5,85,299	39,150	...
Bengal and North-Western (*c*)	137	756	1,44,373	191	756	1,50,030	198	5,38,477	5,67,860	29,383	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	17,326	78	231	19,292	84	65,585	91,324	25,739	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	3,940	3,940	...
TOTAL	243	8,147	24,70,303	303	8,247	26,90,557	326	96,20,693	1,00,57,700	4,37,007	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	201	2,509	5,52,880	220	2,507	6,25,204	249	23,46,550	26,44,883	2,98,333	...
Oudh and Rohilkhand (state)	235	692	2,22,723	322	741	2,32,717	314	8,77,109	9,48,816	71,707	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	292	777	2,25,275	290	813	2,43,100	299	7,77,550	8,42,740	65,190	...
Bengal Central (*e*)	120	125	16,249	130	125	16,270	130	61,526	60,210	...	1,316
East Coast (state)	...	91	5,671	62	266	32,756	123	(*f*)27,807	1,08,554	80,747	...
Metre gauge—											
Burma (state)	194	715	1,50,188	210	730	1,21,857	167	5,81,953	4,82,794	...	99,159
Special gauges—											
Jorhát (state provincial)	46	25	809	32	28	895	32	4,137	4,208	71	...
Cherra-Companyganj (state provincial)	47	8	501	63	8	543	68	2,172	1,888	...	284
TOTAL	217	4,942	11,74,296	238	5,218	12,73,342	244	46,78,804	50,94,093	4,15,289	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	217	1,490	11,06,048	742	1,490	8,92,081	599	43,72,058	37,38,197	...	6,33,861
Bombay, Baroda and Central India	605	461	4,75,292	1,031	461	4,59,000	996	17,65,929	16,88,000	...	77,929
Madras	226	840	1,96,742	234	840	1,92,353	229	8,20,678	7,32,706	...	87,972
TOTAL	525	2,791	17,78,082	637	2,791	15,43,434	553	69,58,665	61,58,903	...	7,99,762
TOTAL (GUARANTEED AND STATE)	271	15,880	54,22,681	341	16,256	55,07,333	339	2,12,58,162	2,13,10,696	52,534	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	24,960	155	161	24,722	154	1,16,693	1,80,365	63,672	...
Tarkessur	252	22	6,752	307	22	6,735	306	35,813	36,972	1,159	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	10,990	164	67	9,811	146	52,723	37,193	...	15,530
Dibru-Sadiya	123	78	12,204	156	78	9,637	124	42,727	41,673	...	1,054
TOTAL	135	328	54,906	167	328	50,905	155	2,47,956	2,96,203	48,247	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	67,501	203	333	75,963	228	2,81,417	2,71,926	...	9,491
The Gaekwar's Petlád	96	13	1,449	111	13	1,220	94	5,737	5,570	...	167
Rájpura-Bhátinda	92	108	17,108	158	108	14,774	137	70,876	59,390	...	11,486
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	33,395	101	362	33,862	94	1,33,046	1,21,370	...	11,676
The Gaekwar's Mehsána	59	93	7,609	82	93	9,880	106	37,045	39,280	2,235	...
Kolhápur	67	29	2,162	75	29	2,843	98	9,062	16,977	7,915	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	6,678	93	72	5,450	76	30,017	21,620	...	8,397
TOTAL	107	979	1,35,902	139	1,010	1,43,992	143	5,63,100	5,36,133	...	31,967
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	60,426	181	334	56,088	168	2,34,040	2,10,300	...	23,740
Jetalsar-Rájkot	...	46	3,327	72	46	4,363	95	(*i*) 7,066	14,912	7,846	...
Jodhpur-Bickaneer	60	364	17,163	47	364	23,500	65	71,880	98,800	26,920	...
Special gauge—											
Morvi	65	94	7,313	78	94	7,902	84	24,353	26,785	2,432	...
TOTAL	80	838	88,229	105	838	91,853	110	3,37,339	3,50,797	13,458	...
GRAND TOTAL	251	18,025	57,01,718	316	18,432	57,94,083	314	2,24,11,557	2,24,93,829	82,272	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwáda-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th to 29th April 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 10th May, 1894.*

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SUPPLEMENT TO

The Gazette of India.

No. 20.] CALCUTTA, SATURDAY, MAY 19, 1900.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	12 9	12 9	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	13 12	13 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 0	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	†	20 8	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	...	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 1	11 3	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 7
Bassein	...	...	...	...	14 6	14 6	16 15	16 15	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	12 12	14 3	13 13	15 9	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	14 2	14 2
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	13 9	13 9	13 9	13 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	14 5	14 5	18 15	18 15	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	16 2	16 2	18 9	18 9	...	...	...	...	...	...	...	...	12 6	12 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	14 14	16 12	...	...	12 12	14 0	17 4	17 4	...	...	...	...	...	...	...	...	21 5	16 0	...	†	8 10	11 10	245 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	15 7	...	...	...	13 3	12 0	13 13	13 13	26 1	27 8	...	...	...	...	...	...	13 7	12 5	26 15	26 15	10 9	10 3	83 0	82 0	15 2	15 2
Bamo	...	...	...	...	7 10	7 10	9 6	9 6	...	...	...	...	...	...	...	...	10 0	10 0	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	10 10	10 10	13 0	13 0	36 0	36 0	...	...	...	...	...	...	20 0	15 0	...	...	5 9	5 9	113 0	113 0	11 15	11 15
Meiktila	...	...	...	...	15 0	15 0	16 0	16 0	...	...	...	...	...	...	...	...	18 5	18 5	51 5	51 5	5 13	5 13	222 10	222 10	10 11	10 11
Arakan—																										
Sandoway	...	...	...	...	16 0	16 0	19 10	18 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	22 6
Kyaukpyu	...	...	...	...	16 13	12 11	18 14	13 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	24 0	18 0
Akyab	...	...	...	...	12 8	12 8	15 8	15 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	200 0	220 0	13 0	13 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 12	9 5	10 1	10 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	...	...	9 9	9 8
Cachar	7 0	7 8	...	...	6 14	6 4	9 9	9 8	...	...	...	...	...	...	...	...	12 1	13 4	...	...	...	...	80 0	80 0	8 0	8 0
Khási and Jaintia Hills	6 4	6 0	...	...	4 4	4 4	5 8	5 8	...	...	...	...	...	...	...	...	8 4	7 8	11 0	10 0	...	...	80 0	80 0	7 0	5 8
Garo Hills	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goalpara	10 0	11 0	...	...	6 8	6 8	12 0	11 8	...	...	...	...	...	...	...	...	13 0	12 0	...	...	13 4	13 0	120 0	100 0	10 0	10 0
Kámrup	8 0	8 0	...	...	9 0	8 8	12 0	11 0	...	...	...	...	...	...	...	...	10 0	12 8	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	9 0	9 0	...	...	7 8	8 0	9 0	10 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 0	9 0
Nowgong	8 0	8 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	8 0	8 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	8 0	7 12	...	...	8 4	8 4	10 0	9 8	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	140 0	130 0	9 8	9 8
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tipperas(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naga Hills	...	...	...	...	4 8	4 8	5 0	5 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Bengal—																										
Burdwan—																										
Burdwan	...	...	...	...	10 12	10 11	11 6	12 0	...	...	...	...	...	...	...	...	16 12	16 0	...	...	11 6	12 10	80 0	80 0	10 6	10 8
Bankurah	...	...	...	...	9 0	10 0	10 8	11 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	8 8	8 8
Midnapore	11 0	11 0	...	...	11 0	11 0	12 8	12 8	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	80 0	80 0	10 0	10 0
Hooghly	10 0	10 0	...	...	9 0	9 8	14 0	11 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	6 8	7 0	...	...	8 0	8 0
Howrah	13 0	12 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	16 0	20 0	120 0	120 0	8 0	8 0
Murshidabad	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	8 0	8 0
Presidency—																										
Jessore	...	...	...	...	11 0	11 8	13 0	13 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	10 8	10 8	160 0	160 0	8 12	8 12
24-Pergunnas	13 4	13 0	20 0	20 0	8 0	8 0	13 0	13 0	...	18 0	...	...	...	...	8 0	8 0	20 0	20 0	20 0	20 0	17 8	17 0	100 0	100 0	10 8	10 8
Kishnagore	12 0	11 0	...	...	12 10	12 13	15 0	15 10	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 8	200 0	200 0	10 0	10 4
Nuddea	...	...	...	...	10 6	10 0	11 10	12 5	...	...	...	...	...	...	...	...	...	...	...	...	12 0	12 0	105 0	105 0	10 0	10 0
Calcutta	13 9	13 14	17 4	16 9	7 9	7 9	10 5	10 5	18 4	18 12	16 0	15 9	...	...	7 1	7 4	16 13	16 13	21 0	21 0	17 12	18 4	94 0	94 0	11 3	11 3
Bhagalpur—																										
Bhagalpur	14 6	14 6	20 8	20 8	8 4	8 4	11 8	11 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	18 4	12 8 and 18 4	160 0	160 0	10 0	10 0
Presidency—																										
Nadia (Krishnagar)	18 13	19 8	24 0	21 4	8 0	8 0	13 1	13 1	...	...	...	...	...	...	...	...	21 8	21 8	...	...	18 13	19 8	128 0	128 0	10 0	10 0
Jessore	13 4	11 4	20 0	...	9 0	10 0	13 0	12 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	120 0	120 0	10 0	10 0
Furidpur	17 0	16 0	17 0	16 0	7 0	7 8	13 0	12 4	...	...	...	...	...	...	...	...	12 0	10 0	...	...	10 8	...	200 0	200 0	10 0	9 12
Chittagong—																										
Backergunge	16 0	16 4	...	...	12 10	12 10	16 0	17 0	...	...	...	...	...	...	...	...	17 8	17 8	...	...	13 0	13 0	320 0	320 0	10 5	10 0
Burdwan	16 0	16 0	...	...	12 0	12 6	15 0	15 6	...	...	...	...	...	...	...	...	18 0	19 0	...	...	20 0	19 8	80 0	80 0	10 8	10 8
Birbhum	9 12	9 12	...	...	12 0	12 0	15 12	15 12	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	13 8	200 0	200 0	11 0	11 0
Manbhumland	16 0	16 0	...	...	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Santhal Parganas	12 8	12 8	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	19 0	19 0	130 0	140 0	10 0	10 0
Pubna	18 12	18 12	22 8	22 8	6 0	6 0	12 6	12 6	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	200 0	200 0	9 12	9 12
Bogra	12 0	12 0	...	...	9 12	9 12	13 8	13 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	90 0	90 0	8 13	8 13
Rajshahi—																										
Rajshahi	16 8	16 8	24 0	26 4	12 0	12 0	12 12	13 8	...	...	...	...	...	...	...	...	24 0	24 0	...	...	24 0	24 0	240 0	240 0	9 0	9 0
Dacca—																										
Dacca	16 0	16 0	16 0	...	10 0	10 0	15 0	15 0	...	...	16 0	16 0	...	...	13 0	13 0	16 0	16 0	25 0	25 0	13 0	13 0	100 0	100 0	9 0	9 0
Northern—																										
Rangpur	15 0	12 13½	...	...	9 0	9 0	13 10	13 12	...	...	...	...	...	...	...	...	16 0	15 0	...	...	12 0	9 8	80 0	80 0	9 0	8 0
Dinajpur	14 0	13 3	12 0	12 0	11 0	12 0	13 8	15 0	...	...	...	...	...	...	...	...	15 0	14 12	...	...	...	20 0	120 0	120 0	10 0	9 0
Jalpaiguri	13 0	12 0	14 0	14 0	9 0	9 0	13 8	13 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	10 0	10 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 0	5 8	12 0	12 0	...	...	...	...	13 0	13 0	...	...	12 0	12 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	11 13	10 8	...	...	6 9	7 14	15 12	17 1	...	...	...	...	...	...	...	...	14 15	15 1	...	...	16 0	17 11	80 0	80 0	10 10	10 10
Cuttack	13 2	13 2	...	...	10 8	10 8	14 7	15 12	...	...	...	...	...	...	...	...	17 1*	15 12*	...	...	19 11	19 11	80 0	80 0	10 12	10 12
Balasore	14 0	14 0	8 0	8 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	130 0	130 0	10 0	10 0
Chota-Nagpur—																										
Singhbhum	14 0	14 0	12 0	8 0	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	14 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	18 0	20 0	10 8	11 0	15 0 to 16 8	15 0 to 16 0	...	...	18 0	16 0	...	...	...	...	16 0 to 17 0	17 0	20 0	28 0	17 0	18 0	...	...	10 0	10 0
Lohardaga	7 0 to 12 0	7 0 to 11 0	18 0	18 0 to 20 0	13 0	13 0 to 14 0	16 0	17 0	...	...	...	...	29 0	30 0	...	...	13 0 to 14 0	14 0 to 15 0	18 0	18 0	10 0 and 17 0	10 8 and 18 0	160 0	160 0	9 0	9 0
Palámau	14 10	16 14	...	23 0	11 4	11 4	14 10	15 12	...	...	...	...	...	...	...	...	18 9	21 15	21 15	...	18 9	20 4	...	...	8 7	8 6½
Hazáribágh	12 0	12 0	18 0	16 0	8 0	8 0	13 0 and 14 12	18 0 to 15 0	...	...	...	...	23 4	24 0	...	...	17 0	16 0	18 0	18 0	18 0	16 0	240 0	240 0	9 0	8 0

* Kalai.

† Not procurable.

(a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1894 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley		Rice, best sort.		Rice, common.		Jawar 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.
Bihár, south—																										
Monghyr	16 13 to 17 14	14 11 to 17 14	24 2 to 25 3	22 0	9 7 to 10 8	11 8	14 2	14 11	...	...	...	...	...	...	12 9	12 10	22 0 to 23 1	23 1 to 25 3	21 0	19 15	21 0 to 23 1	22 0 to 23 1	146 0 to 168 0	147 0 to 168 0	10 8	10 8
Gaya	15 c	15 0	23 0	21 0	10 8	10 8	16 0	16 0	17 4	17 4	...	15 4	...	...	13 4	13 4	20 0	20 0	...	...	19 0	19 0	120 0	120 0	10 0	9 12
Patna	15 0 and 16 8	15 0 and 17 8	25 0	24 0	10 0	10 0	15 0	16 8	25 0	24 0	...	...	...	...	19 0	16 0	22 0	22 0	21 0	22 0	24 8	25 0	130 0	130 0	10 0	10 0
Shahabad	12 0	12 0	20 0	20 0	8 0	8 0	13 0 to 15 0	13 0 to 16 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	140 0	140 0	10 8	10 8
Bihár, north—																										
Purnea	20 0	18 0	...	...	12 8	13 0	16 0	16 0	...	..	...	...	...	...	...	...	20 0	10 0	...	...	13 0	16 0	320 0	320 0	9 0	10 0
Bhágalpur	16 6	16 6	20 3	21 7	13 14	12 10	16 6	14 8	...	...	...	...	...	...	...	...	20 3	20 3	20 13	21 7	18 15	17 11	125 0	125 4	10 1	10 1
Darbhanga	15 4	15 6	28 5	27 8	13 0	13 0	15 2	16 0	...	...	...	...	26 0	26 7	25 0	24 8	21 0	24 8	20 8	21 8	24 0	23 4	176 0	176 0	11 0	11 0
Muzaffarpur	13 8	13 0	19 8	19 0	7 8	8 0	13 4	13 14	...	...	...	...	...	20 0	...	...	21 8	21 8	19 0	20 0	21 0	21 8	160 0	160 0	11 0	11 0
Saran	14 8	14 8	22 0	23 8	11 0	11 0	13 8	14 8	...	...	...	...	20 0	20 0	16 0	16 0	21 0	22 0	19 0	20 0	22 0	24 0	180 0	200 0	10 0	9 12
Champaran	15 8	12 4	26 0	26 0	8 8	8 8	15 4	15 4	...	...	...	...	...	...	...	...	23 0	23 0	17 8	17 8	22 8	22 8	180 0	180 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	20 0	20 0	8 0	8 0	12 0	12 0	20 0	20 0	19 0	19 0	20 0	21 0	10 0	10 0	21 0	20 0	21 0	21 0	21 0	21 0	90 0	100 0	10 0	10 0
Benares	15 11¼	15 11¼	21 2	21 15	8 13	8 15	11 4	11 6	22 4	22 12	19 6	19 15	...	...	15 7	15 9¼	20 5	20 5	23 5	23 14	20 14	21 0	110 0	110 0	9 4½	9 4½
Ghazipur	14 0	14 0	19 8	19 8	7 12	7 12	14 0	12 0	20 8	20 8	18 12	18 0	...	...	12 8	12 8	20 8	20 8	20 0	20 0	21 0	21 0	160 0	160 0	9 14	9 14
Jaunpur	15 8	15 8	22 8	21 0	7 0	7 0	11 0	11 0	...	...	21 0	...	...	...	...	...	22 8	21 0	...	...	22 8	22 8	170 0	170 0	11 0	10 0
Allahabad	13 12	14 6	22 8	22 12	10 8	10 12	15 0	15 8	24 0	24 0	22 0	22 8	...	...	22 0	20 0	24 8	25 8	...	...	20 8	20 0	95 0	95 0	10 0	10 0
Central—																										
Bánda	12 0	14 12	24 0	20 0	8 0	7 8	12 0	13 0	24 0	27 8	...	24 0	...	...	...	...	25 0	26 8	...	...	19 0	16 0	140 0	140 0	9 12	9 8
Fatehpur	14 8	14 8	22 8	24 0	7 8	7 8	12 0	14 0	...	...	...	...	...	...	...	...	20 8	27 0	...	...	25 0	25 0	160 0	160 0	10 0	10 0
Hamirpur	16 8	15 12	24 0	24 0	7 8	7 8	12 0	12 8	25 8	25 8	24 0	24 0	...	...	...	...	25 8	28 0	...	...	31 8	29 0	140 0	140 0	10 0	10 0
Jalaun	14 0	14 0	24 0	21 0	9 0	9 0	10 0	10 0	23 0	23 0	20 0	20 0	...	...	16 0	16 0	24 0	24 0	18 0	18 0	24 0	24 0	200 0	200 0	10 0	10 0
Cawnpore	18 8	17 0	27 0	28 0	7 8	7 8	13 0	12 0	24 8	25 0	23 8	...	...	...	19 8	18 0	26 0	25 0	25 0	24 0	26 0	23 0	140 0	130 0	11 4	10 12
Etáwah	17 12	17 8	27 12	26 12	5 0	5 0	13 12	14 0	29 12	28 4	25 0	25 8	22 0	22 0	16 0	16 0	28 0	26 8	24 8	25 8	28 12	29 0	160 0	160 0	10 4	11 0
Farukhabad	15 12	15 12	26 12	28 0	5 4	5 4	6 4	6 4	...	26 12	26 12	28 0	...	...	...	...	25 0	26 12	...	...	24 4	26 12	140 0	140 0	10 0	10 0
Mainpuri	19 0	18 8	27 0	28 0	4 8	4 8	11 0	11 0	20 0	25 8	16 0	22 12	...	...	...	...	26 8	29 0	25 0	27 8	27 0	26 0	160 0	160 0	10 0	10 4
Etah	21 8	19 0	31 8	30 8	6 0	6 0	10 8	10 8	...	24 8	18 8	20 8	20 8	20 8	10 8	10 8	21 8	21 8	...	26 8	16 8	16 8	120 0	120 0	10 8	10 8
Western—																										
Jhánsi	13 8	14 4	25 0	28 0	7 4	6 12	8 8	12 0	22 0	23 0	21 0	21 12	...	...	23 0	...	...	25 8	...	24 0	13 4	27 0	160 0	160 0	10 0	10 0
Agrá	16 0	16 0	30 0	30 0	5 0	5 0	8 0	8 0	27 0	27 0	24 0	24 0	...	...	10 0	10 0	27 8	30 0	27 0	27 0	16 0	18 0	95 0	95 0	11 0	11 0
Muttra	18 0	17 0	31 0	30 0	7 0	7 0	12 0	11 8	32 0	32 0	24 0	26 0	...	...	8 0	8•0	34 0	36 0	...	...	27 0	28 0	120 0	120 0	11 0	11 8
Aligarh	18 8	19 0	31 0	35 0	5 8	5 8	10 8	11 0	28 0	30 0	24 8	26 0	...	...	16 8	16 0	33 0	36 0	36 0	34 0	34 0	35 0	160 0	160 0	11 0	10 8
Bulandshahr	21 8	22• 2	34 0	34 0	6 0	6 0	10 0	10 0	32 0	30 0	23 0	22 0	...	...	13 0	13 0	32 8	33 12	35 0	35 0	19 0	20 0	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	14 8	14 8	23 0	23 0	10 4	10 4	14 8	14 8	23 0	23 0	21 0	21 0	...	...	...	...	23 0	23 0	21 0	...	20 0	21 0	115 0	115 0	11 0	11 0
Azimgarh	13 4	13 4	19 3	20 10	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	20 10	20 10	...	...	16 4	16 4	177 8	177 8	9 13	9 13
Gházípur	13 8	11 10	19 12	19 12	9 0	9 0	13 8	14 6	...	...	...	...	21 8	21 8	18 0	18 0	19 5	19 5	19 5	18 14	22 1	22 0	140 0	140 0	9 2	9 10
Jaunpur	14 12	12 12	24 0	20 0	8 12	9 0	28 0‡	28 0‡	12 0	12 0	...	...	15 0	15 0	8 0	8 0	22 0	19 0	21 0	21 0	19 0	19 0	160 0	160 0	10 0	10 0
Sháhjahánpur	17 4	18 4	30 0	32 0	8 0	8 0	8 4	8 4	...	28 0	...	28 0	...	16 0	...	...	25 4	27 4	...	...	22 0	22 0	120 0	120 0	10 4	10 4
Mirzapur	20 8	18 8	30 0	30 0	7 0	7 0	13 4	13 4	26 0	26 0	26 0	25 0	...	...	20 0	20 0	29 0	30 0	28 0	28 0	28 0	24 0	144 0	144 0	10 12	10 12
Gorakhpur	16 8	16 11	27 8	30 0	12 8	14 12	14 0	15 c	23 12	25 0	...	20 0	...	...	10 0	10 0	28 2	25 10	...	27 8	...	...	135 0	135 0	10 0	10 0
Bareilly	15 14	16 6	29 12	26 15	5 0	5 0	11 8	11 2	24 5	23 15	25 0	19 14	...	...	15 5	15 9	25 12	26 15	28 1⅓	32 12	17 8¾	19 13	125 0	125 0	9 5	9 5
Moradabad	18 0	18 0	36 0	35 0	6 4	6 4	10 8	10 8	29 0	29 0	21 4	21 4	...	...	14 0	14 0	29 0	30 0	35 0	35 0	21 0	21 0	100 0	100 0	10 0	10 0
Rámpur	13 0	13 0	21 0	21 0	4 0	4 0	9 0	9 0	35 0	35 0	22 8	22 8	...	...	22 8	22 8	17 0	17 0	35 0	35 0	9 0	9 0	200 0	200 0	9 6	9 6
Almora	11 0	11 0	14 4	14 12	8 8	8 12	9 0	9 4	...	...	...	...	14 0	14 0	16 0	18 0	14 0	14 0	...	...	10 0½	10 0½	180 0	160 0	7 0	7 8
Bijnor	18 0	19 2	31 8	34 14	10 2	10 2	11 4	11 4	22 8	23 8	22 8	22 8	...	...	...	...	28 2	28 2	...	...	18 0	18 0	135 ●	135 0	10 2	10 6
Muzaffarnagar	21 8	21 8	36 4	35 3	5 8	5 8	11 0	11 0	27 8	27 8	22 0	22 0	...	...	...	...	32 0	31 0	27 8	27 8	13 2	13 3	132 0	132 0	10 4	10 4
Meerut	20 0	20 0	32 8	33 0	5 0	5 0	12 0	12 0	35 0	32 0	22 0	22 0	12 0	12 0	10 0	10 0	30 0	31 0	28 0	31 0	24 0	24 0	100 0	100 0	10 8	10 8
Sahárunpur	20 0	20 0	37 0	35 0	6 0	9 8	9 8	9 8	30 0	30 0	25 0	25 0	30 0	21 0	20 0	...	31 0	30 0	34 0	31 0	16 0	16 0	120 0	100 0	10 0	10 0
Dehra Dún	19 0	18 0	30 0	28 0	9 0	9 0	9 8	8 0	25 0	25 0	24 0	24 0	24 0	24 0	...	...	27 0	25 0	28 0	25 0	25 0	25 0	160 0	160 0	10 0	10 0
Garhwál	13 0	13 0	18 0	18 0	6 8	7 0	8 0	10 0	...	...	...	...	20 0	23 0	24 0	24 0	9 0	9 0	...	...	6 0	7 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partábgarh	16 0	18 0	23 0	25 0	8 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	23 0	25 0	...	...	16 0	16 0	140 0	140 0	10 0	9 15
Sultánpur	15 8	17 8	21 0	23 0	8 0	8 0	13 0	14 0	23 0	22 0	16 0	16 0	32 0	32 0	18 0	18 0	22 0	24 0	21 0	21 0	23 0	25 8	160 0	160 0	10 0	10 0
Rae-Bareli	18 0	18 4	22 0	25 0	8 0	8 0	14 0	14 12	22 0	22 0	19 0	20 8	22 0	23 0	18 8	19 0	26 0	27 0	22 0	23 0	24 0	23 0	200 0	200 0	10 4	10 8
Unáo	17 0	16 0	23 0	21 0	8 0	8 0	14 0	14 0	23 0	23 0	22 0	22 0	...	...	9 0	9 0	27 0	26 0	24 0	24 0	16 0	16 0	160 0	160 0	10 0	10 8
Lucknow	17 4	16 0	24 0	24 0	6 0	6 e	13 0	13 0	23 8	23 8	23 8	23 8	...	...	22 8	22 8	24 8	24 0	23 8	23 0	24 8	23 0	140 0	120 0	10 4	10 8
Hardoi	20 0	19 0.	35 0	35 0	7 0	5 0	16 0	10 0	28 0	24 0	24 0	25 0	...	...	...	...	29 0	26 0	...	32 0	16 0	13 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 9	17 0	24 2½	25 5	12 0	12 0	14 0	13 12	22 10½	23 2½	20 8	21 2½	...	...	13 8	13 8	25 12	26 10½	23 8	23 10½	24 0	24 0	140 0	140 0	10 8	10 8
Barabanki	16 0	17 0	20 0	20 0	6 0	6 8	12 0	13 0	20 0	20 0	17 0	18 0	24 0	24 0	14 0	15 0	24 0	27 0	21 0	21 0	22 0	22 0	100 0	120 0	11 0	11 0
Gonda	17 12	17 4	27 0	28 0	12 0	12 0	14 8	14 8	20 0	20 0	18 0	18 0	...	...	10 0	10 0	24 0	24 0	21 8	21 11	24 8	24 8	200 0	200 0	10 4	10 2
Bahraich	17 0	16 0	27 0	24 0	10 8	10 8	14 8	14 0	25 0	25 0	21 0	21 0	29 0	29 0	11 8	10 8	27 0	26 0	24 8	24 0	26 0	26 0	160 0	160 0	10 0	10 8
Sítapur	18 0	18 0	30 0	26 0	10 0	10 0	12 0	12 0	...	...	...	...	...	...	27 0	23 0	30 0	26 0	...	...	22 0	29 0	140 0	140 0	10 0	10 0
Kheri	16 0	17 0	27 0	30 0	7 0	7 0	27 0	13 0	...	...	...	25 0	...	15 0	...	14 0	26 0	30 0	...	...	25 0	28 0	160 0	160 0	9 0	9 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	25 0	25 0	9 6	9 6	11 14	11 14	20 0	20 0	13 12	13 12	...	...	...	...	31 4	31 4	23 12	23 12	25 0	25 0	...	...	14 2	14 2
Bánswara	18 12	18 12	20 0	20 0	7 8	10 0	15 0	15 0	...	...	...	...	...	...	...	...	37 8	37 8	21 4	21 4	15 0	16 4	...	...	10 0	10 0
Meywar (Oodeypore)	14 13½	12 8	32 13	34 6	10 8½	10 9½	11 5½	10 15	32 13	34 6	17 15½	20 5	*Nil*	*Nil*	17 15½	18 12	34 6	35 15	30 9	32 13	10 2½	10 2½	160 0	160 0	9 6	9 6
Shoheé	14 8	14 8	25 0	25 0	5 8	5 8	6 0	6 8	...	...	15 0	16 0	...	...	...	...	22 0	25 0	22 0	22 0	...	...	160 0	160 0	11 8	11 8
Kriapura	17 4	16 4	31 8	31 3	6 6	6 4	7 6	7 4	24 4	25 0	20 4	20 8	...	...	...	...	34 0	32 1	...	...	...	...	160 0	160 0	11 14	11 10
Ajmere	16 11	18 0	30 5	32 0	5 0	5 0	8 5	8 5	29 0	29 0	21 11	25 0	...	...	16 0	15 0	29 0	32 5	29 13	29 13	...	...	90 0	90 0	12 0	12 0
Abu	12 13 and 14 8	13 1 and 14 8	23 0	22 8	5 12	5 10	7 4	7 4	16 12	16 15	14 10	14 10	...	...	...	...	20 2	18 15	...	...	...	...	160 0	160 0	11 0	11 0
Kishengarh	16 0	16 0	33 4	33 4	6 8	6 8	7 8	7 8	34 4	34 4	23 8	23 8	†	†	†	†	30 4	30 4	32 4	32 4	†	†	*	*	12 0	12 0
Boondee	16 0	15 0	31 8	31 10	8 0	8 0	8 8	8 8	40 0	37 8	...	...	...	...	...	...	42 8	31 0	45 0	48 8	...	...	200 0	160 0	9 8	10 12
Kotah	15 0	15 0	34 0	36 0	9 0	8 8	10 0	9 8	28 0	28 0	12 0	12 0	...	...	...	...	37 8	37 8	30 0	30 0	27 0	27 0	240 0	240 0	10 0	10 0
Jhallawar	12 7	13 3	24 12	23 14	7 13½	7 12	11 12½	11 8	23 13	23 9	13 6	13 6	...	...	14 1½	13 4	28 12	30 6	25 7	25 7	10 3	9 2½	175 0	175 0	9 2½	9 2½
Tonk	15 8	16 0	32 0	33 8	5 0	4 8	8 0	7 0	37 0	37 8	22 0	24 0	...	...	...	...	37 8	35 0	40 0	40 0	...	...	120 0	120 0	9 8	9 0
Jeypore	16 8	17 8	31 0	32 0	5 0	5 0	7 4	7 4	34 0	31 0	23 8	23 12	†	†	17 0	17 0	30-8 & 32 0	32 0	38 8	36 0	23 8	32 0	100 0	95 0	11 0	11 0
Kerowlee	18 12	16 14	28 12	28 12	8 12	9 11	10 0	10 0	32 8	31 4	25 10	26 4	...	...	18 12	18 12	30 0	31 4	...	...	43 12	37 8	200 0	200 0	10 5	10 0
Dholpur	17 0½	17 10½	29 3	28 1½	8 2½	8 2½	10 3½	10 2	28 7½	29 4	26 14½	27 14½	...	...	16 14	16 14	30 8¾	29 9½	...	...	36 8½	36 4½	90 0	90 0	10 4½	10 15½
Bhurtpore	20 4	19 0	31 6½	34 14½	5 2½	5 2½	5 5½	5 5½	34 4	32 4	24 8	24 8	...	...	11 12	11 12	35 14½	36 6½	24 0	27 0	27 0	25 0	120 0	120 0	10 12	10 12
Ulwur	20 5	20 12	35 3	37 10	6 10½	6 10½	8 14½	8 14½	38 2	38 6	25 4	25 8	...	...	16 0	16 0	39 0	39 7	36 0	34 12	31 13	30 10	120 0	120 0	11 8	11 8
Deoli Cantonment	16 5	17 8	40 14	42 0	4 0	4 0	7 0	7 0	39 8	39 8	9 2	29 0	...	...	...	...	41 0	38 2	...	...	...	...	200 0	190 0	11 4	11 4
Nusseerabad Cantonment	17 0	17 0	...	...	6 8	6 8	7 0	7 0	28 0	28 0	20 0	20 0	†	†	...	...	34 0	36 0	...	...	23 0	23 0	100 0	100 0	11 8	11 8
Hilly Tracts of Meywar	17 0	15 0	32 0	37 0	...	...	16 0	15 0	...	...	...	...	...	...	...	...	34 0	37 0	27 0	30 0	...	...	¶	¶	11 8	11 8
Bálmer	16 4	15 8	...	...	5 3	5 3	7 8	7 8	...	...	25 4	24 12	...	...	...	...	18 0	18 0	...	...	...	...	260 0	260 0	12 8	12 8
Anádra	13 14 and 16 0	13 13 and 16 0	23 0	23 0	6 4	6 2	8 0	8 0	17 0	17 0	16 0	16 0	...	...	...	...	23 4	21 8	...	...	...	...	320 0	320 0	12 0	12 0
Shahpoora	14 8	14 8	42 0	42 0	10 0	10 0	14 0	13 8	30 0	38 0	24 0	...	...	...	...	...	41 0	34 8	42 0	41 8	...	...	160 0	160 0	11 4	10 12
Western—																										
Jodhpore	16 0 and 17 8	16 4 and 17 8	30 10	30 0	6 4	6 4	7 8	8 12	21 0	25 0	19 6 and 21 14	20 0 and 23 12	...	...	...	...	27 10 and 28 7	30 0 and 31 4	21 4	22 8	11 14	12 8	...	...	12 8	12 13
Jeysulmere	13 10	13 10	...	...	6 4	6 6	9 10	8 0	22 0	...	19 6	24 4	...	...	...	...	15 4	20 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	12 15	12 8	...	...	3 0	3 0	6 8	6 8	...	...	18 10	20 0	...	...	...	...	22 9½	26 0	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 0	14 0	24 0	20 0	8 8	8 8	9 8	9 8	25 0	24 0	19 0	19 0	...	...	...	...	22 0	23 8	26 0	28 0	19 8	19 8	120 0	120 0	10 0	10 8
Nimach Cantonment	14 8	15 0	...	...	8 0	8 0	14 0	13 0	29 0	30 0	17 0	18 0	†	†	...	...	29 0	33 0	...	...	26 0	26 0	160 0	160 0	11 8	11 8
Goosa	13 0	13 8	20 0	20 0	8 0	8 0	9 0	9 0	20 0	21 0	...	...	...	...	...	...	24 0	26 0	...	...	...	...	200 0	200 0	9 8	10 0
Gwalior	16 3½	15 15	25 8	23 6	5 5	5 5	8 8	8 8	24 15½	24 15½	24 7	24 7	...	...	13 13	13 13	19 12½	19 10½	19 2	21 4	30 13	18 1	191 4	191 4	10 10	10 10

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Six pies per bundle. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF APRIL, 1894 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoidaeum*).		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, cadian 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.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	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	23 0	22 0	50 0	55 0	...	...	8 0	8 0	40 0	40 0	30 0	30 0	†	†	†	†	41 0	45 0	†	†	†	†	100 0	80 0	10 8	10 8
Ferozepore	24 0	26 0	58 0	54 0	...	...	10 0	9 0	34 0	35 0	31 0	29 0	‡	‡	24 0	23 0	39 0	47 0	35 0	35 0	11 0	11 0	100 0	100 0	12 12	12 12
Montgomery	24 0	24 0	37 0	36 0	...	...	11 0	11 0	34 0	34 0	25 0	25 0	‡	‡	35 0	35 0	36 0	36 0	40 0	34 0	12 0	12 0	220 0	220 0	13 0	13 0
Central—																										
Gurgáon	22 0	23 0	39 0	43 0	...	...	9 0	9 0	33 0	35 0	26 0	25 0	†	†	†	†	34 0	34 0	24 0	24 0	25 0	25 0	120 0	120 0	10 0	10 0
Delhi	20 0	23 0	35 0	38 0	...	...	12 0	12 0	30 0	34 0	25 0	25 0	†	†	11 0	11 0	30 0	34 0	25 0	30 0	25 0	25 0	70 0	70 0	10 0	10 0
Rohtak	22 0	24 0	35 0	35 0	...	...	12 0	12 0	33 0	32 0	25 0	25 0	†	†	12 0	12 0	36 0	36 0	24 0	25 0	18 0	18 0	120 0	100 0	10 0	10 0
Karnál	23 0	24 0	40 0	40 0	...	...	10 0	10 0	35 0	34 0	24 0	22 0	30 0	30 0	16 0	16 0	40 0	42 0	40 0	40 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	25 0	25 0	40 0	45 0	...	...	11 0	9 0	29 0	30 0	26 0	26 0	‡	‡	26 0	25 0	35 0	38 0	38 0	33 0	10 0	11 0	83 0	80 0	12 8	13 0
Sub-montane—																										
Umballa	24 0	25 0	40 0	40 0	...	...	10 0	11 0	35 0	38 0	22 0	23 0	‡	‡	8 0	8 0	37 0	40 0	42 0	42 0	‡	‡	130 0	120 0	12 12	12 12
Ludhiána	25 0	30 0	50 0	60 0	...	...	10 0	13 0	34 0	38 0	27 0	22 0	†	†	20 0	20 0	35 0	48 0	40 0	45 0	14 0	15 0	100 0	100 0	13 0	13 0
Jullundur	29 0	29 0	48 0	48 0	...	...	10 0	10 0	36 0	32 0	25 0	25 0	‡	‡	19 0	19 0	35 0	37 0	42 0	42 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	25 0	26 0	36 0	31 0	...	...	10 0	10 0	31 0	32 0	22 0	22 0	16 0	16 0	20 0	20 0	33 0	36 0	35 0	38 0	10 0	10 0	110 0	110 0	13 0	12 12
Gurdáspur	31 0	30 0	48 0	45 0	...	...	11 0	12 0	32 0	32 0	26 0	26 0	26 0	26 0	16 0	16 0	39 0	38 0	40 0	36 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	27 0	29 0	47 0	44 0	...	...	10 0	10 0	30 0	35 0	17 0	18 0	†	†	23 0	23 0	35 0	37 0	37 0	39 0	‡	‡	90 0	90 0	12 0	12 0
Hills—																										
Simla	17 0	18 0	22 0	25 0	...	...	8 0	8 0	20 0	22 0	14 0	14 0	20 0	20 0	9 0	10 0	22 0	23 0	21 0	24 0	10 0	10 0	90 0	90 0	9 0	9 0
Kángra	16 0	15 0	20 0	21 0	...	...	12 0	11 0	11 0	11 0	12 0	11 0	21 0	21 0	6 0	6 0	22 0	22 0	20 0	19 0	12 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	23 0	22 0	40 0	40 0	...	...	13 0	13 0	32 0	32 0	‡	‡	‡	‡	‡	‡	33 0	33 0	32 0	30 0	‡	‡	130 0	120 0	13 8	13 0
Gujránwála	25 0	25 0	51 0	51 0	...	...	12 0	12 0	33 0	33 0	31 0	31 0	†	†	20 0	16 0	41 0	41 0	31 0	31 0	‡	‡	90 0	90 0	13 8	13 8
Gujrát	26 0	25 0	36 0	33 0	...	...	12 0	12 0	29 0	28 0	25 0	25 0	†	†	10 0	10 0	35 0	33 0	29 0	29 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	30 0	30 0	50 0	50 0	...	...	13 0	13 0	35 0	35 0	35 0	34 0	†	†	*	*	36 0	35 0	32 0	32 0	*	*	120 0	120 0	14 0	14 0
Ráwalpindi	26 0	25 0	42 0	37 0	...	...	8 0	8 0	35 0	30 0	30 0	29 0	*	*	20 0	20 0	34 0	32 0	34 0	32 0	*	*	70 0	70 0	13 8	13 8
Hazára	21 0	20 0	31 0	29 0	...	...	10 0	11 0	‡	‡	20 0	25 0	†	†	‡	‡	27 0	26 0	20 0	24 0	†	†	90 0	90 0	11 0	11 8
Pesháwar	22 0	21 0	44 0	41 0	...	...	9 0	9 0	29 0	29 0	28 0	23 0	†	†	16 0	18 0	27 0	27 0	34 0	32 0	28 0	29 0	98 0	98 0	43 0	43 0
Kohát	26 0	24 0	52 0	52 0	...	...	12 0	12 0	23 0	23 0	35 0	33 0	†	†	20 0	20 0	36 0	34 0	35 0	33 0	‡	‡	180 0	200 0	50 0	50 0
Western—																										
Sháhpur	33 0	32 0	45 0	40 0	...	...	9 0	9 0	62 0	32 0	31 0	36 0	24 0	24 0	24 0	24 0	46 0	46 0	30 0	32 0	†	†	160 0	160 0	13 0	13 0
Jhang	30 0	27 0	45 0	45 0	...	...	10 0	10 0	50 0	47 0	32 0	32 0	40 0	40 0	40 0	40 0	40 0	38 0	40 0	40 0	10 0	10 0	200 0	160 0	12 0	11 0
Mooltan	20 0	20 0	42 0	39 0	...	...	12 0	12 0	28 0	30 0	24 0	25 0	†	†	14 0	11 0	30 0	30 0	30 0	30 0	†	†	80 0	90 0	12 0	12 0
Bannu	37 0	39 0	72 0	73 0	...	...	11 0	13 0	50 0	40 0	45 0	43 0	9 0	9 0	9 0	9 0	68 0	78 0	50 0	45 0	15 0	15 0	90 0	90 0	50 0	50 0
D. I. Khan	29 0	33 0	48 0	63 0	...	...	9 0	8 0	36 0	33 0	34 0	32 0	‡	‡	4 0	4 0	51 0	54 0	30 0	18 0	15 0	14 0	145 0	120 0	46 0	43 0
Muzaffargarh	22 0	23 0	36 0	36 0	...	...	14 0	14 0	22 0	22 0	‡	29 0	‡	‡	‡	‡	28 0	28 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	20 0	20 0	37 0	35 0	...	...	6 0	6 0	31 0	21 0	29 0	26 0	20 0	20 0	18 0	18 0	33 0	29 0	15 0	15 0	‡	‡	100 0	100 0	27 8	27 8
Sind and Baluchistan—																										
Karáchi	16 0	16 0	...	...	8 0	8 0	9 0	9 0	20 0	20 0	16 0	15 8	‡	‡	...	...	22 0	21 8	...	...	9 0 and 11 0	9 0 and 11 0	91 7	91 7	14 8	14 8
Hyderabad	15 0	14 8	...	...	8 0	8 0	10 0	10 0	19 0	18 0	17 0	17 0	‡	‡	...	...	21 0	20 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	13 2	13 2	...	...	13 3	13 3	16 3	16 3	...	...	18 0	18 0	‡	‡	...	...	8 12	8 12	...	...	...	...	116 6	116 6	12 0	12 0
Sukkur (Shikárpur)	19 8	19 8	...	...	8 0	8 0	10 0	10 0	25 0	24 0	22 0	21 0	‡	‡	...	...	28 0	27 8	...	...	...	...	128 0	160 0	12 0	12 0
Upper Sind Frontier	17 0	17 0	...	...	9 0	9 0	10 0	10 0	26 0	26 0	21 8	21 8	‡	‡	...	...	24 0	23 8	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	16 0	16 0	36 0	24 0	5 0	5 0	9 8	9 [illegible]	30 0	30 0	16 0	16 0	‡	‡	7 0	6 0	20 8	20 0	26 8	24 0	9 0	9 12	67 0	60 14	9 0	9 8
Bombay—																										
Konkan—																										
Karwar (Kánara)	9 4	9 4	...	...	10 2	10 2	11 2	12 2	15 3	15 3	13 2	13 2	18 0	18 0	...	...	12 8	12 8	...	...	...	...	312 0	249 9	9 12	9 12
Ratnágiri	10 2	9 7	...	...	10 14	10 14	11 6	11 6	14 7	14 7	14 9	14 9	15 4	15 4	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	10 1	9 4	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	...	...	...	...	13 3	11 14	...	...	...	*	112 0	112 0	12 1	12 1
Bombay	11 1	11 1	...	...	5 12	5 12	7 13	7 13	13 8	13 8	14 9	14 9	13 8	12 6	...	...	15 0	15 0	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tánah	12 12	14 10	...	...	12 15	13 14	13 14	14 13	*	*	14 6	17 2	*	*	...	...	16 0	17 12	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dhárwar	17 2	17 9	...	...	10 6	10 6	10 13	10 13	19 6	19 6	19 13	19 13	*	*	...	...	15 3	15 10	...	...	19 15	20 6	100 0	100 0	12 0	12 6
Belgaum	16 11	17 3	...	...	10 3	10 3	10 1	10 1	21 4	20 12	20 15	20 15	24 0	24 0	...	...	16 12	16 8	...	...	17 10	18 11	89 2	89 2	11 0	11 0
Sátára	13 12	13 0	...	...	8 14	8 14	10 2	10 2	17 5	18 0	15 5	16 0	*	*	...	...	15 1	15 1	...	...	15 3	15 3	114 0	114 0	12 10	12 10
Sholapur	13 15	13 15	...	...	8 2	8 2	11 11	11 11	20 9	20 9	17 14	17 14	*	*	...	...	20 11	20 11	...	...	18 4	20 1	85 5	85 5	11 10	11 10
Bijápur	17 12	17 12	...	...	6 15	6 15	10 15	11 6	23 6	26 2	21 2	21 2	...	...	...	...	20 9	20 9	...	...	18 4	18 4	80 0	80 0	11 6	11 6
Poona	12 13	12 13	...	...	9 11	9 11	10 13	10 13	18 13	18 13	14 15	14 15	14 13	14 13	...	...	16 11	17 4	...	...	19 0	19 10	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	15 15	15 15	...	...	8 13	9 9	10 9	10 9	22 0	22 0	16 1	17 9	*	*	...	...	20 13	20 2	...	...	22 2	20 10	80 0	80 0	12 6	11 11
Násik	15 12	15 12	...	...	8 14	8 14	10 15	10 15	...	...	14 13	14 13	17 4	17 4	...	...	17 0	18 7	...	...	...	...	116 6	116 6	12 0	12 0
Dhulia (Khandesh)	16 10	16 10	...	...	6 8	6 8	10 6	10 6	21 9	21 9	18 6	18 6	*	*	...	...	16 8	16 8	...	...	*	*	80 0	80 0	10 9	10 9
Gujarat—																										
Surat	12 15	12 15	...	...	7 6	7 6	8 5	8 5	15 12	15 12	13 7	13 7	*	*	...	...	16 3	16 3	...	...	16 3	16 3	91 1	91 1	12 0	12 0
Broach	14 8	14 4	...	...	7 0	7 0	10 0	10 0	19 0	18 8	14 0	14 0	*	*	...	...	22 0	22 0	...	...	20 0	20 0	100 0	100 0	13 4	13 4
Kaira	16 0	16 0	...	...	8 0	9 0	14 0	14 0	20 0	20 0	17 0	17 0	20 0	20 0	...	...	22 8	22 8	...	...	22 8	21 0	106 11	106 11	13 0	13 0
Baroda (Camp)	11 0	11 0	...	...	7 0	7 0	9 0	9 0	16 0	16 0	14 8	14 0	18 0	18 0	...	...	17 0	17 0	...	...	*	*	91 7	91 7	11 0	11 0
Ahmadabad	15 0	14 8	...	...	11 0	11 0	12 8	12 8	22 0	24 0	18 0	18 0	26 0	26 8	...	...	26 0	24 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Mahals)	14 0	13 0	...	...	10 8	10 8	12 8	12 8	...	...	17 0	17 0	21 0	20 0	...	...	27 8	27 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 8	15 8	...	...	8 0	8 0	9 0	10 0	20 0	20 0	18 0	18 0	*	*	...	...	22 8	21 0	...	...	*	*	140 0	140 0	11 0	11 0
Kattywar—																										
Rájkot	13 14	13 14	...	...	6 0	6 0	7 0	7 0	16 5	17 6	13 10	13 10	*	*	...	...	19 7	21 4	...	...	*	*	80 0	80 0	56 2	61 3
Central Provinces—																										
Western—																										
Nimar	18 4	18 4	...	...	6 12	6 12	12 7	12 7	24 13	24 13	...	...	...	...	...	...	20 10	20 10	...	...	13 7	13 7	100 0	100 0	11 7	11 6
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	11 0	11 0	11 0	21 0	21 0	21 0	21 0	...	...	...	...	24 0	24 0	...	...	...	...	160 0	160 0	10 0	10 0
Hoshangabad	16 6	16 6	...	...	8 1	8 1	11 14	11 13	...	...	26 15	...	...	...	...	...	24 0	22 11	...	...	18 0	18 0	160 0	160 0	9 8	9 8
Betúl	18 0	18 0	...	...	...	...	10 13	10 13	27 7	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 13	240 0	240 0	7 2	7 2
Chhindwára	16 14	16 14	7 4	7 4	10 0	10 0	10 0	10 0	28 14	28 14	...	...	...	...	...	...	21 11	25 5	...	...	14 6	16 0	120 0	160 6	8 0	9 2
Nágpur	16 14	18 2	10 0	10 0	12 8	12 8	12 8	12 8	21 4	21 14	...	...	...	...	...	...	20 0	20 0	...	...	13 12	13 12	125 0	125 0	10 4	10 8
Wardha	16 0	17 12	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	16 0	14 9	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	14 0	14 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	27 2	27 2	...	...	24 0	24 0	120 0	120 0	9 2	9 2
Saugor	11 2	11 2	9 13	9 13	11 1	11 1	11 1	11 1	18 7	18 7	...	...	...	...	...	...	22 8	22 8	...	...	19 12	19 12	160 0	160 0	9 2	9 2
Damoh	12 12	13 12	9 7	10 1	10 0	10 0	14 0	14 0	17 3	17 3	...	...	...	...	...	...	18 0	18 0	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	15 12	15 0	10 0	10 4	14 0	14 0	14 0	14 0	19 0	20 0	...	...	...	...	...	...	22 12	23 0	...	...	13 0	13 0	120 0	120 0	9 4	9 0
Baghalkhand (Sutna)	14 8	12 11	20 0	24 0	8 0	8 0	16 0	14 8	17 0	22 0	...	...	...	...	...	...	21 0	21 8	...	27 2	22 0	25 0	160 0	160 0	10 0	9 12
Mandla	18 0	18 8	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	10 0	8 0	32 0	30 0	...	...	16 0	16 0	200 0	200 0	9 8	9 0
Seoni	20 6	20 6	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	24 14	24 14	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	16 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	...	8 12
Bhandára	17 8	18 12	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	20 0	18 12	...	...	15 0	13 4	200 0	200 0	9 0	8 0
Chánda	16 0	16 0	...	...	...	...	12 9	12 9	16 4	16 4	...	...	...	...	...	...	16 10	16 10	...	...	13 2	13 2	320 0	320 0	10 15	10 15
Eastern—																										
Bilaspur	22 7	23 10	...	...	13 8	13 8	18 0	19 3	...	...	...	...	...	...	...	...	18 11	21 2	...	...	23 5	23 5	120 0	100 0	8 0	8 0
Raipur	25 9	25 9	...	...	11 6	11 6	18 4	18 4	...	...	...	...	...	...	...	...	21 4	21 4	...	...	17 8	17 8	90 0	90 0	9 0	9 0
Sambalpur	20 2	20 2	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	17 4	17 4	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	17 0	17 0	...	...	7 0	7 0	10 0	10 0	21 0	20 0	18 0	18 0	...	...	...	...	20 0	20 0	...	...	12 0	12 0	182 0	182 0	10 0	10 0
Básim	14 0	15 0	...	...	7 0	7 0	10 0	9 10	19 5	19 5	15 0	15 0	...	...	...	...	15 13	15 13	...	...	13 0	13 3	77 0	78 0	8 10	8 10
Akola	15 0	15 0	...	...	7 0	7 0	10 0	9 0	19 0	18 0	17 0	17 0	...	...	...	...	19 0	19 0	...	...	13 0	12 0	96 0	96 0	12 0	12 0
Ellichpur	14 8	14 8	6 0	6 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	...	...	15 0	16 8	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Amraoti	15 0	15 0	7 8	10 0	10 4	20 0	19 8	16 0	16 8	...	...	...	...	...	...	...	17 0	16 0	...	...	13 0	13 8	80 0	80 0	10 0	10 0
Wún	16 0	14 0	6 0	6 0	7 0	7 0	19 0	19 0	11 0	11 0	...	...	...	...	...	...	16 0	15 0	...	...	20 0	20 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 3	12 3	*	*	6 13	6 13	10 3	10 14	13 3	13 3	17 12	17 12	24 14	24 14	*	*	14 7	14 7	*	*	17 12	17 12	100 0	85 0	8 12	8 12
Boláram	12 13	12 13	*	*	7 0	7 0	9 5	10 8	17 8	17 2	*	*	*	*	*	*	15 3	14 13	*	*	*	*	116 14	116 14	9 2	8 14
Chadarghat	11 8	11 0	*	*	11 0	10 8	13 8	13 0	18 0	17 0	22 0	21 0	*	*	*	*	15 8	15 0	*	*	*	*	120 0	120 0	9 4	9 0

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF APRIL, 1894—*concluded*.

QUANTITIEER 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.	JAWAR OR CHOLUM (*Sorgium vulgare*). Present fortnight.	JAWAR OR CHOLUM (*Sorgium vulgare*). Past fortnight.	BAJRA OR CUMBU (*Penniscetum typhoideum*). Present fortnight.	BAJRA OR CUMBU (*Penniscetum 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, CADJAN PEA (*Cajanus indicus*). Present fortnight.	ARHAR, OR TUR, 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	8 10	8 10	...	...	10 14	10 14	11 5	11 5	...	...	...	...	...	...	20 0	20 0	13 0	12 8	...	...	13 8	15 0	136 2	96 0	12 10	10 4
S. Canara	9 6	8 8	...	...	10 10	10 10	12 0	12 0	...	...	...	...	...	...	...	18 0	13 9	14 0	...	13 0	14 8	15 6	121 8	96 0	14 3	10 0
South, central—																												
Coimbatore	12 5	11 8	...	...	11 11	11 11	12 3	12 11	18 8	17 13	...	...	19 11	21 5	20 0	32 0	13 8	14 0	...	13 0	14 12	14 12	131 3	150 0	11 11	10 0
Nilgiris	7 13	7 13	...	...	8 13	8 0	9 10	11 5	16 14	16 14	...	...	16 5	17 5	...	...	14 0	14 0	...	15 0	12 8	8 0	274 3	224 0	11 0	10 0
Salem	9 6	9 6	...	...	9 13	9 13	13 3	13 3	20 8	20 8	...	...	23 14	23 14	40 0	40 0	15 4	14 11	...	15 0	15 0	16 13	145 13	200 0	13 8	10 0
Central—																												
Bellary	12 8	12 8	...	...	10 3	10 3	10 13	10 13	25 3	25 3	...	...	23 5	23 5	...	...	15 0	12 8	...	12 8	13 8	15 0	85 2	96 0	13 2	10 4
Anantapur	9 10	8 10	...	...	11 11	11 3	11 5	11 5	20 10	20 10	...	...	22 5	22 5	...	...	13 0	14 0	...	14 0	14 8	15 6	97 3	90 0	13 3	10 0
Cuddapah	12 0	12 8	...	...	9 8	9 14	11 2	11 2	18 10	17 6	...	...	22 11	23 8	...	...	14 0	14 0	...	14 0	12 8	14 12	140 0	150 0	13 3	10 0
Kurnool	11 6	10 13	...	...	10 11	10 11	11 6	11 6	26 6	25 5	...	...	...	...	...	...	13 0	13 0	...	14 0	12 8	14 0	170 2	224 0	13 3	10 0
East Coast, north—																												
Ganjam	...	...	...	...	10 11	10 11	11 10	12 6	...	21 2	...	...	...	21 10	...	...	9 0	8 0	...	9 0	8 0	8 0	86 8	96 0	10 2	10 0
Vizagapatam	12 0	12 0	...	...	8 14	8 14	10 3	10 3	22 6	22 13	...	...	23 3	23 3	...	...	16 13	17 5	...	17 5	15 13	16 13	97 3	90 0	11 11	10 0
Godavari	9 14	10 13	...	...	9 6	9 6	11 8	12 0	15 6	15 6	...	...	24 10	25 8	...	...	20 0	20 0	...	20 0	20 0	20 0	133 11	150 0	12 8	10 0
East Coast, central—																												
Kistna	7 11	7 8	...	...	10 6	10 14	11 10	12 6	19 0	19 0	...	...	23 11	28 5	...	...	15 0	14 0	...	14 0	13 0	12 8	140 14	224 0	13 3	10 0
Nellore	9 10	9 10	...	...	11 2	11 2	14 13	14 13	20 10	19 10	...	...	21 2	21 2	...	...	15 0	15 0	...	15 0	9 0	8 0	93 5	200 0	12 13	10 0
East Coast, south—																												
Madras	11 6	11 6	...	...	11 5	10 8	12 2	11 11	17 5	16 10	...	...	23 5	28 5	...	...	15 4	14 11	...	15 0	16 13	17 5	97 3	240 0	13 3	10 0
Chingleput	...	...	...	...	9 0	9 0	10 10	11 5	16 6	16 6	...	...	21 2	21 2	...	...	15 0	15 0	...	20 0	20 0	20 0	108 14	240 0	12 8	9 0
N. Arcot	7 11	7 11	...	...	9 6	9 6	11 5	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 13	272 0	12 5	9 0
S. Arcot	7 6	6 3	...	...	12 3	12 3	14 6	14 0	14 5	...	...	...	...	...	...	...	...	...	...	...	...	...	209 0	320 0	11 11	10 8
Tanjore	7 6	7 6	...	...	14 2	14 8	14 10	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	145 13	...	12 14	9 0
Trichinopoly	6 10	6 10	...	...	12 3	13 0	12 11	13 6	18 14	16 8	...	...	21 0	20 6	...	...	...	...	...	...	...	...	143 0	...	12 3	10 8
Southern—																												
Tinnevelly	9 3	9 3	...	...	12 11	10 5	13 3	12 13	19 6	17 13	...	...	17 10	23 3	...	...	...	...	...	...	...	...	58 5	96 0	13 14	14 5
Madura	8 8	8 8	...	...	11 13	12 10	12 5	13 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	97 3	...	13 10	13 10
Mysore—																												
Mysore	10 0	10 4	10 0	10 4	9 0	9 0	10 8	10 12	24 0	25 0	16 0	16 0	26 0	26 0	20 0	20 0	...	...	...	...	...	...	96 0	96 0	10 0	10 4
Bangalore	11 15	10 10	8 8	9 5	8 0	9 0	8 8	8 8	25 0	23 8	...	...	31 0	31 0	18 0	32 0	...	...	...	...	...	...	96 0	96 0	10 0	10 0
Kolar	9 8	9 4	9 8	7 4	9 12	9 0	11 12	12 0	19 0	20 0	...	...	27 0	27 0	32 0	32 0	14 0	14 0	...	14 0	13 0	14 0	150 0	150 0	10 0	10 0
Tumkur	14 0	12 0	10 0	10 0	10 0	9 0	11 0	10 8	26 0	22 0	...	...	33 0	34 0	32 0	32 0	15 0	15 0	...	15 0	15 0	15 0	224 0	224 0	10 0	10 0
Hassan	...	...	8 8	8 8	10 0	10 0	12 0	12 0	...	...	...	...	33 0	33 0	...	...	14 0	14 0	...	14 0	12 8	14 0	200 0	200 0	10 0	10 0
Kadur	8 0	9 0	9 0	10 0	10 0	10 0	12 0	12 0	27 5	...	...	...	33 0	33 0	40 0	40 0	...	...	...	...	8 0	8 0	240 0	240 0	8 8	8 8
Shimoga	12 10	12 10	...	...	9 7	9 7	13 2	13 10	27 5	27 5	...	...	37 13	36 12	...	...	...	...	...	...	...	...	272 0	272 0	9 0	9 0
Chitaldroog	14 0	15 0	15 0	16 0	11 0	11 0	13 0	13 0	38 0	38 0	24 0	28 0	46 0	44 0	40 0	40 0	...	...	...	...	...	...	320 0	320 0	9 8	10 8
Coorg—																												
Coorg	8 0	8 0	7 8	7 8	10 0	10 8	13 8	14 0	...	...	...	...	29 8	31 0	...	...	...	...	...	...	...	...	110 0	110 0	10 0	10 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	●	●	●	●	●	●	●	●	●	●	56 0	56 0	32 0	32 0

● Not sold.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 12th, 1894.

General Summary.—Showery weather has prevailed during the greater part of the week in Burma, Bengal, and Southern India, and a few showers of rain fell towards its close in the Punjab and Upper India Hill districts. In North-Western India, the Deccan, and Central India generally fine dry weather has prevailed. But the chief feature of the week has been the abnormally strong winds, especially on the Sind, Cutch, and Kathiawar Coasts, caused by very steep barometric gradients, brought about by an extraordinarily large fall of pressure on the 8th over the whole of Northern India. These abnormal conditions were accentuated by a further fall next day in Upper India and Baluchistan. The range of pressure over India on that day was nearly five-tenths of an inch (nearly three-tenths above the normal), and thus the average gradients were almost as large as during the height of the south-west monsoon. At Mooltan and Dera Ismail Khan, where pressure was at its lowest, it was nearly three-tenths of an inch below the normal. This unusually large fall of the barometer was doubtless due to high temperature causing an expansional vertical movement of the air, and is the largest fall brought about by this cause that has occurred for several years. The only fall of recent years at all approaching it was one that took place on the 7th May 1890; but the fall was not as large as the present one, and the conditions of its occurrence were besides complicated by a storm forming at the time in the Bay. In the present instance no disturbance in the weather followed: the only effect the fall of pressure had being the strengthening of winds all over India, especially in the Sind, Kathiawar, and Cutch coast districts, where the average wind velocity for the previous twenty-four hours increased at Bhuj to 31 miles per hour, and at Hyderabad (Sind) and Deesa to 26 and 24 miles per hour respectively. In Bengal strong easterly winds prevailed, which by the morning of the 10th extended along the foot of the hills up as far as the North-East Punjab, and caused a large increase of humidity in the North-Western Provinces. Pressure rose again almost as rapidly as it had fallen, and by the morning of the 11th pressure was approximately normal all over India. But it had not regained its equilibrium, for another oscillation took place the next day, the barometer falling briskly to rapidly in Burma and Northern India. Gradients were again steep, but the fall was comparatively small, and the gradients were not as steep as they had been before.

Temperature has been generally in excess during the week in Northern India and the Central Provinces. For the whole of India the mean temperature of the week was 1° in excess of the normal, while last week it was 0·1° in defect. There has hence been a considerable abnormal increase of temperature during the past week.

The abnormally high temperatures registered at several of the Madras coast stations during the prevalence of strong westerly land winds from the higher plateau area in the interior afford interesting examples of the increase of temperature accompanying descending currents of air. Thus at Madras on the 8th the maximum temperature of the previous day was only 96·5 with a southerly breeze, but with a shift of wind to the west it rose next day to 106·5, or 11° above the normal. The same cause produced an increase of temperature at Peshawar from 101° on the 6th to 108·5° on the 8th.

Daily Summary.—*Sunday.*—A general fall of pressure had taken place, the changes being small, but irregular, especially in North-Western and Central India. Small shallow depressions lay over the South-West Punjab and Central India. Easterly winds prevailed over the whole Gangetic plain and the South-East Punjab. Cloudy, showery weather continued in Burma, and thunderstorms were reported from some stations in Bengal, the North-Western Provinces, and at Simla. Burdwan received 1·47 inches, Simla ·91 inch, and Roorkee ·87 inch.

Monday.—Pressure had again given way over a large part of India by small and very irregular amounts, and pressure was very uniform in Northern and Central India. Easterly winds prevailed as far west as Bihar, and winds were increasing rapidly in strength on the Sind Coast. Temperature was largely in excess in Assam and North Bengal and in considerable defect in Burma. Rain continued in Burma, and thunderstorms had given local showers in Malabar, Mysore, the North-Western Provinces, and Bengal. Kindat registered 2·61 inches, Minbu 1·22 inches, and Calicut 1·43 inches.

Tuesday.—Unusually large changes of pressure had taken place. Pressure had fallen over the whole of India, and with unusual rapidity in Northern India, where the fall exceeded a tenth of an inch at every station. In the North Punjab the fall amounted to nearly a quarter of an inch. Pressure was largely in defect in Northern India, the defect varying from ·14 inch on the Bengal Coast to ·22 inch in the North Punjab. The barometric gradients were unusually steep. Northerly winds were blowing at the Upper India Hill stations, and easterly winds prevailed over the whole of the Gangetic plain. Winds were strong on the Sind, Cutch, and Kathiawar Coasts, and also at the Bengal coast stations. Temperature had fallen considerably in Bengal, and continued largely in defect in Burma. Showers of rain were reported from all the Burma stations, and from stations in Bengal and Southern India. Kindat received 3·09 inches, Bhamo 2·25 inches, and Bogra 1·76 inches.

Wednesday.—A further brisk fall of the barometer had taken place in Baluchistan and Upper India, thus intensifying the abnormally low pressure conditions established there the day before. Pressure changes were very irregular in North-Eastern India, where pressure had risen briskly in Assam and fallen briskly in Chota Nagpur, and very steep gradients for easterly winds hence obtained in Bengal and Bihar. Pressure was nearly three-tenths of an inch below the normal at Mooltan and Dera Ismail Khan, and the range of pressure over India was nearly five-tenths, giving gradients almost as steep as in the height of the south-west monsoon. Winds were stronger at the head of the Bay and in Bengal, and very strong westerly winds were blowing in Lower Sind, Cutch, Kathiawar, Gujarat, and Rajputana. Rain continued in Burma, and numerous thunderstorms were reported from Bengal. Light showers of rain also fell in Southern India and at Colombo. Sibsagar received 2·34 inches, Lashio 1·46 inches, Darjeeling 1·34 inches, Bogra 1·27 inches, and Moulmein 1·3 inches.

Thursday.—Pressure had risen rapidly in Northern India and slightly to briskly in the Peninsula, but was still largely in defect in Upper India. Strong southerly winds continued in Bengal, and abnormally strong westerly winds in Western and Central India and the Deccan. The average velocity per hour of winds at Bhuj was 31 miles, at Hyderabad (Sind) 26 miles, and at Deesa 24 miles. Easterly winds had extended over the North-Western Provinces, causing an increasing humidity in that area. Temperature had increased rapidly in the Punjab, where the mean temperature was 7° above the normal. The maximum temperature of the previous day was 118·1° at Jacobabad and 115·4° at Sirsa. Rain continued in Bengal and at a few stations in Burma. Falls of one inch or above were recorded at Jessore (1·79 inches), Akyab (1·38 inches), Tavoy (1·3 inches), Chittagong (1·0 inch), and Jalpaiguri (·98 inch).

Friday.—A further rise of pressure, rapid in North-Western India, had restored the pressure distribution to approximately the normal. Winds were unusually strong in the Punjab and at the Upper India Hill stations, but had fallen off slightly in strength elsewhere. Humidity had decreased in the North-Western Provinces, but had increased in the Punjab and Central Provinces; and the contrast between the humidity on the coast and in the interior was much less striking than it had been. Thunderstorms were again reported from Bengal, and a large number of duststorms occurred in the Punjab and the North-Western Provinces, in some cases accompanied by rain. Calcutta received 1·51 inches, Jessore 1·18 inches, and Berhampore ·84 inch.

Saturday.—Pressure had risen slightly in Southern India, but had fallen briskly to rapidly in Burma and Northern India. It was in moderate defect in depressions lying over the Central Punjab and Central Burma, and was in slight excess on the West Coast, the barometric gradients hence being again steeper than usual in North-Western India and the Peninsula. Winds had a feeble but well marked cyclonic circulation in the Central Punjab depression. Duststorms occurred in the South Punjab and thunderstorms in the North

Punjab, Bengal, Tenasserim, and Southern India. Calicut registered 3·49 inches of rain, Dinajpur 1·45 inches, and Tavoy 1·38 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	May 1894. 6th.	7th.	8th.	9th.	10th.	11th.	12th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	−2·4	−3·3	−3·8	−3·9	−3·2	−0·7	−0·3	−2·5
Bengal and Assam	+2·6	+3·9	+2·3	+0·4	−0·7	+0·1	+1·5	+1·4
North-Western Provinces and Oudh.	+2·6	+0·2	−0·3	+2·7	+4·1	+1·3	+2·4	+1·9
Punjab	+0·9	+1·4	+2·3	+4·7	+7·0	+2·8	+2·0	+3·0
Bombay	+0·7	+1·4	+0·7	−0·8	−0·7	−0·3	−0·1	+0·1
Central Provinces and Berar	+2·6	+2·2	+1·4	+1·4	−0·2	+0·2	+1·6	+1·3
Central India and Gujarat	+3·1	+2·4	+2·2	+2·1	−0·4	−0·3	−0·5	+1·2
Sind and Rajputana	+1·5	+0·7	+1·7	+3·2	+3·6	+2·1	+0·5	+1·9
Madras	−1·5	−0·7	−0·3	+0·7	+1·6	+1·5	+1·4	+0·4
Mean for whole of India	+1·1	+0·9	+0·7	+1·2	+1·2	+0·7	+0·9	+1·0

The mean temperature for the whole of India was in excess of the normal on every day of the week. The excess was greatest on the 6th, 9th, and 10th. For the week it was 1° in excess, showing an abnormal increase of nearly a degree over the mean temperature of the previous week. In Burma temperature was in slight to considerable defect, due to the showery weather which prevailed there during the week; but in Bengal, the North-Western Provinces, the Punjab, the Central Provinces, Sind, and Rajputana temperature was generally in slight to considerable excess on every day of the week. The strong westerly sea winds obtaining during the greater part of the week reduced the temperature in Bombay, Central India, and Gujarat to below the normal; but, as noticed above, they had the opposite effect in Madras. Except in Burma, the week has been marked by unusually high temperature over nearly the whole of India.

Rainfall.—Rain has been much more general this week, and showers have been reported from forty of the fifty-two rainfall divisions. But, except in Burma, Assam, and Bengal, the falls have not been large in amount. In eleven divisions of Burma, Bengal, and Assam the average rainfall of the week has exceeded an inch. The largest average falls are those of Assam (Brahmaputra), 3·21 inches, Tenasserim, 3·20 inches, and East Bengal and Assam (Surma), 3·13 inches each. In all the divisions of these provinces, excepting Assam (Surma), Orissa, and North and South Bihar, the fall has been in excess of the average for the week; but for the period 4th March to 12th May the majority of divisions continue to show a defect, only Tenasserim, Lower and Central Burma, and North Bengal having received rain in excess of the normal amount for this period. Of the remaining provinces, only in three divisions has the average rainfall of the week exceeded one inch, and in seventeen others it did not exceed a quarter inch. It has been in excess of the normal fall of the week only in North-Western Provinces (West), Malabar, Madras (South Central), and East Coast (North).

The last three columns of the table at the close show that the rainfall of the period 4th March to 12th May has been in excess of the normal in Burma and the Peninsula generally. In Northern India it has been in excess only in North Bengal and the north-west and west districts of the Punjab. The defect continues to be greatest in amount in Assam.

The largest amounts of rain received during the week are the following:

Laksham (Tipperah), 23·0 inches.
Magok (Upper Burma), 9·36 inches.
Ponani (Calicut), 8·0 inches.
Namotha (Cachar), 6·30 inches.
Commilla (Tipperah), 6·07 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending May 12th, 1894.			Rainfall data from March 4th to May 12th, 1894.		
		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, March 4th to May 12th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
BURMA	Tenasserim	3·20	1·66	+ 1·54	16·00	6·65	+ 141
	Lower Burma	1·05	1·10	+ 0·55	7·75	2·97	+ 162
	Central Burma	1·27	0·63	+ 0·64	7·14	2·44	+ 193
	Upper Burma	2·02	?	?	4·58	?	?
	Arakan	2·34	1·97	+ 0·37	2·93	5·16	— 43
BENGAL AND ASSAM	Eastern Bengal	3·13	2·47	+ 0·66	8·33	10·84	— 23
	Assam (Surma)	3·13	4·99	— 1·86	20·20	31·43	— 36
	Do. (Brahmaputra)	3·21	2·56	+ 0·65	10·97	15·63	— 30
	Deltaic Bengal	2·08	1·68	+ 0·40	5·86	7·06	— 17
	Central Bengal	1·92	1·20	+ 0·72	4·07	4·38	— 7
	North Bengal	2·65	1·80	+ 0·85	9·25	8·34	+ 11
	Orissa	0·10	1·03	— 0·93	1·95	3·61	— 46
	Chota Nagpur	0·83	0·68	+ 0·15	1·92	2·38	— 19
	Bihar (South)	0·07	0·36	— 0·29	0·41	1·12	— 63
	Do. (North)	0·19	0·77	— 0·58	1·13	2·36	— 52
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0·05	0·21	— 0·16	0·19	0·58	— 67
	Do. (Submontane) (*a*)	0·08	0·39	— 0·31	0·11	0·98	— 89
	Oudh (South)	0·05	0·18	— 0·13	0·22	0·66	— 67
	Do. (North)	0·04	0·31	— 0·27	0·26	0·97	— 73
	North-Western Provinces (Central)	0·09	0·15	— 0·06	0·19	0·55	— 65
	North-Western Provinces (West)	0·13	0·12	+ 0·03	0·27	0·68	— 60
	North-Western Provinces (Submontane) (*b*)	0·06	0·33	— 0·27	1·03	2·02	— 49
PUNJAB	Punjab (South)	0·01	0·10	— 0·09	0·14	0·88	— 84
	Do. (Central)	0·13	0·14	— 0·01	0·43	0·91	— 53
	Do. (Submontane)	0·06	0·19	— 0·13	1·21	1·75	— 31
	Do. (Hill Districts)	0·61	0·72	— 0·11	5·11	5·33	— 4
	Do. (North-West)	0·08	0·32	— 0·24	3·78	3·51	+ 8
	Do. (West)	0	0·14	— 0·14	1·42	1·24	+ 15
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	1·14	0·78	+ 0·71	8·70	5·23	+ 66
	Madras (South Central)	1·13	0·76	+ 0·37	5·78	1·51	+ 28
	Coorg	1·13	1·30	— 0·17	0·55	5·37	+ 22
	Mysore	0·38	0·58	— 0·20	1·27	2·68	+ 59
	Konkan	0	0·11	— 0·11	0·04	0·41	+ 56
	Bombay Deccan	0·14	0·21	— 0·07	2·30	1·31	+ 80
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·02	0·13	— 0·11	0·54	0·20	+ 86
CENTRAL PROVINCES AND BERAR.	Berar	0	0·04	— 0·04	0·66	0·61	+ 8
	Central Provinces (West)	0	0·09	— 0·09	0·66	0·61	+ 8
	Ditto (Central)	0	0·12	— 0·12	0·38	0·94	— 60
	Ditto (East)	0·03	0·22	— 0·19	0·07	1·46	— 95
BOMBAY (NORTH)	Gujarat	0	0·04	— 0·04	0·01	0·05	— 80
	Kathiawar	0	0·02	— 0·02	0·04	0·24	— 83
	Sind	0	0·01	— 0·01	0·04	0·39	— 90
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0	0·04	— 0·04	0·07	0·26	— 73
	Rajputana (East), Central India (West).	0	0·10	— 0·10	0·06	0·35	— 83
	Rajputana (West)	0	0·13	— 0·13	0	0·31	— 100
MADRAS	East Coast (North)	0·13	0·44	— 0·31	1·09	1·75	+ 14
	Ditto (ditto) (*a*)	0·95	0·45	+ 0·50	5·00	2·58	+ 94
	Hyderabad (South)	0	0·20	— 0·20	0·38	1·59	— 76
	Madras (Central)	0·19	0·40	— 0·21	1·30	1·27	+ 3
	East Coast (Central)	0·02	0·35	— 0·33	1·22	1·02	+ 6
	Ditto (South)	0·27	0·58	— 0·31	2·69	2·17	+ 24
	Madras (South)	0·32	0·57	— 0·25	5·02	3·67	+ 37

SIMLA, *17th May, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 12th May.*—Showers continue in most districts; good in the Central, West Coast, Nilgiris, and parts of the Southern districts and Circars. Ploughing and sowing in parts, but generally cultivation has not yet begun. Standing crops fair. Some harvest still going on with fair yield. Pasturage scarce, but fodder sufficient and condition of cattle good. Prices practically stationary.

Bombay.—*For week ending 16th May.*—Slight rain in parts of six districts. Standing crops damaged by rust in parts of one district; otherwise good, except cotton in Surat. Reaping of late crops progressing in one district and cotton picking in two districts. Preparations for next season general. Agricultural stock healthy and fodder sufficient, except in one district. Prices steady, except in two districts. Numbers on relief works: Baroda, 1,064.

Bengal.—*For week ending 12th May.*—There was general rain, except in the extreme Western districts of the province during the week. Ploughing and early sowings are in progress, but more rain is required in parts of Bihar, Orissa, and Chota Nagpur. Sugarcane, indigo, and other standing crops have benefited by the rain and promise well. The spring rice harvest is nearly over, and the outturn is fair, except in Howrah and the 24-Pergunnahs. Cattle are generally reported healthy. The supply of fodder and water for cattle is sufficient. Prices of common rice continue normal, except in some districts of East Bengal.

North-Western Provinces and Oudh.—*For week ending 16th May.*—Weather getting hotter. Showers have fallen in several districts. Threshing and winnowing approaching completion. Irrigation of summer crops continues. Prospects good. Supplies ample. Prices steady.

Punjab.—*For week ending 16th May.*—Rain has fallen in six districts. Reaping of spring crops nearly over; threshing operations in progress. Weeding of sugarcane and cotton going on. The outturn of wheat and gram is generally average and that of rapeseed below average. The condition of the extra spring crops is said to be good. Cattle are generally in good condition, and fodder is sufficient throughout the province. Prices rising in two districts, falling in one, unsettled in one, and stationary elsewhere.

Central Provinces.—*For week ending 16th May.*—No marked change in circumstances during the week. Preparation of land by ploughing and manuring in progress. Brisk export of linseed from the Southern districts, but the wheat trade is very dull. In Saugor relief in form of work granted to 9,165 persons, including Municipal works, but the daily average for three out of four tahsils is reported as 1,309 only. In Damoh 1,458 persons are on relief works. No

gratuitous relief in either district. Saugor imported 10,000 maunds of wheat, but this does not include the trade of Bina station. Damoh imported by road about 8,000 maunds. Wheat is selling at 12 seers in Saugor, 13 seers in Damoh, 15 seers in Jabalpur, and 16 seers in Hoshangabad; *dall* at 16 seers in Saugor; gram at 18 seers in Damoh and at 21 seers in Hoshangabad; common rice at 9½ seers in Damoh and at 12 seers in Jabalpur. The poorer classes in Chanda are reported to be hard pressed.

Burma.—*For week ending 12th May.*—Rain has fallen in all districts. In Upper Burma transplanting of dry-weather paddy completed in most districts and reaping well in hand. Ploughing and sowing of early wet-weather paddy becoming general, and cultivation on hill clearings progressing. The dry-weather crops are promising, except in Sagaing, where vermin have done some damage. Fodder and water-supply sufficient. The price of paddy has risen slightly in Rangoon; fluctuations in other places are unimportant. The price of rice has risen slightly in Rangoon and fallen largely in Bhamo.

Assam.—*For week ending 15th May.*—The rainfall has been less than usual, and the drought has done some damage to tea; but rain has now fallen, and prospects are again good. Weather unsettled. Tea suffering from want of rain in Sibsagar. Sowing of rice seedlings in progress. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 16th May.*—MYSORE: Rain throughout the State. Standing crops in good condition. Prices fallen in parts.

COORG: Rainfall good. Ploughing commenced. Prospects of coffee and cardamom fair. Fodder and water for cattle sufficient. Prices stationary.

Berar and Hyderabad.—*For week ending 16th May.*—BERAR: Weather very hot during the day, but cool at night, and occasionally cloudy. Threshing of wheat and linseed completed in the Melghat taluka. Preparation of land for autumn sowings in progress. Fodder insufficient in parts of the Akola and Ellichpur districts. Water-supply reported inadequate in the Melghat taluka. Prices risen generally in the Amraoti and Wun districts.

HYDERABAD: No rain during the week. Cutting of spring crops completed in some parts. Prices steady.

Central India.—*For week ending 16th May.*—No rain. Scarcity is probable in parts of Gwalior and Bhopal owing to failure of the wheat crops; nothing serious is at present apprehended. In other Agencies, except Bundelkhand, the outturn has been generally good. Pasturage good and sufficient generally. Price of food-grains high, and rising in Bhopal and parts of Gwalior; steady in other Agencies.

Rajputana.—*For week ending 16th May.*—Agricultural operations and cattle generally satisfactory. Outturn of crops good. Pasturage or fodder

sufficient, except in Dholpur, where it is reported to be failing. Prices falling in two States, rising in one, fluctuating in four, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 15th May.*—Rainfall moderate. Water for irrigation ample. Spring crops in good condition. Rape-seed ripening. Rice sowings in progress. Prices stationary.

JAMMU PROVINCE.—*For week ending 15th May.*—Weather stormy. The rainfall has spoiled the spring crops on threshing floors. Standing crops good. Fodder scarce in Ladakh; sufficient elsewhere. Prices rising.

Nepal.—*For week ending 12th May.*—Weather showery in the valleys, and heavy rain and storms in the hills. Indian-corn and upland rice have been sown.

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

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 6TH MAY 1893, AND FROM 1ST JANUARY TO 5TH MAY 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 6th May 1893. Mean mileage worked.	Week ending 6th May 1893. Earnings. Total.	Week ending 6th May 1893. Earnings. Per mile open per week.	Week ending 5th May 1894. Mean mileage worked.	Week ending 5th May 1894. Earnings. Total.	Week ending 5th May 1894. Earnings. Per mile open per week.	Earnings from 1st January to 6th May 1893.	Earnings from 1st January to 5th May 1894.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	619	1,634	11,40,944	698	1,683	12,49,822	743	1,80,70,091	2,04,02,758	17,32,667	...
Bengal-Nágpur	180	863	1,62,321	188	862	1,51,749	176	20,78,475	21,81,802	2,03,327	...
Indian Midland	145	752	1,06,043	141	752	1,35,387	180	21,08,109	22,27,582	1,19,383	...
Bezwada Extension	96	21	1,505	72	21	1,525	73	37,980	31,790	...	6,196
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,81,564	342	1,719	6,56,240	382	91,60,071	98,80,129	7,28,458	...
South Indian	157	1,043	1,75,002	168	1,042	1,47,701	142	28,37,995	24,90,942	...	3,67,053
Southern Mahratta (*b*)	109	1,156	1,33,630	116	1,164	1,53,064	131	21,21,352	22,84,044	1,02,692	...
Bengal and North-Western (*c*)	102	756	1,41,017	187	756	1,38,550	183	22,36,840	21,52,301	...	84,485
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	14,874	67	231	19,307	84	2,90,047	3,70,387	80,340	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	14,990	14,990	...
TOTAL	274	8,147	24,57,500	302	8,247	26,54,255	322	4,04,61,002	4,30,45,785	25,84,123	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,30,835	212	2,507	6,54,910	261	1,03,54,071	1,15,45,875	11,91,804	...
Oudh and Rohilkhand (state)	272	692	2,04,022	295	741	2,26,946	306	34,49,028	33,83,788	3,50,240	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	250	777	1,96,423	253	813	2,00,910	247	35,73,883	43,21,277	6,47,394	...
Bengal Central (*e*)	120	125	15,205	122	125	16,400	131	2,80,011	2,79,730	...	3,281
East Coast (state)	53	91	5,530	61	266	29,641	111	(*f*)30,953	4,01,158	3,40,205	...
Metre gauge—											
Burma (state)	224	715	1,58,036	221	730	1,16,258	159	32,25,051	28,10,043	...	4,09,608
Special gauges—											
Jorhát (state provincial)	46	25	1,137	45	25	1,270	51	18,548	19,750	1,208	...
Cherra-Companyganj (state provincial)	58	8	452	57	8	518	65	9,014	8,376	...	638
TOTAL	231	4,942	11,11,706	225	5,215	12,46,853	239	5,09,70,757	5,30,94,081	21,23,324	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	9,92,618	666	1,490	9,45,668	635	1,69,30,445	1,69,35,188	4,743	...
Bombay, Baroda and Central India	765	461	4,77,103	1,035	461	4,76,000	1,033	93,05,861	94,15,995	1,10,134	...
Madras	242	840	2,06,791	246	840	2,25,252	268	30,75,720	31,80,483	...	1,89,237
TOTAL	525	2,791	16,76,512	601	2,791	16,46,920	590	2,93,11,026	2,95,31,666	...	74,300
TOTAL (GUARANTEED AND STATE)	304	15,880	52,45,718	330	16,253	55,48,028	341	8,83,43,388	9,20,77,535	40,33,147	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	25,637	159	161	24,598	153	4,23,280	5,20,464	1,03,175	...
Tarkessur	277	22	6,940	315	22	7,612	346	1,20,820	1,29,133	8,307	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	8,883	133	67	9,682	145	1,35,026	1,65,234	29,308	...
Dibru-Sadiya	126	78	10,428	134	78	10,677	137	1,75,005	1,89,090	13,785	...
TOTAL	142	328	51,888	158	328	52,569	160	8,55,946	10,10,521	1,54,575	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	48,084	144	333	71,111	214	10,93,707	10,73,026	...	20,681
The Gaekwar's Petlád	103	13	1,610	124	13	1,220	94	25,345	25,312	...	2,033
Rájpura-Bhátinda	124	108	11,589	107	108	14,774	137	2,43,932	2,71,148	27,216	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	33,026	100	362	30,694	85	6,00,848	5,43,360	...	66,479
The Gaekwar's Mehsána	80	93	9,177	99	93	8,180	88	1,40,314	1,67,039	26,725	...
Kolhápur	83	29	2,144	74	29	2,006	90	43,000	50,102	7,102	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	6,872	95	72	5,350	74	1,10,195	99,693	...	10,702
TOTAL	125	979	1,12,499	115	1,010	1,33,935	133	22,66,541	22,27,089	...	38,852
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	63,596	190	334	52,888	158	8,73,138	8,17,766	...	55,372
Jetalsar-Rájkot	24	46	3,441	75	46	3,237	70	(*i*) 10,507	50,740	46,233	...
Jodhpur-Bickaneer	53	364	20,028	55	364	26,850	74	3,31,154	4,81,483	1,50,329	...
Special gauge—											
Morvi	70	94	8,289	88	94	7,682	82	1,12,524	1,19,886	7,362	...
TOTAL	93	838	95,354	114	838	90,657	108	13,27,323	14,75,875	1,48,552	...
GRAND TOTAL	282	18,025	55,05,459	305	18,429	58,25,189	316	9,27,94,198	9,76,91,620	48,97,422	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st Apfil 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godavari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 6th May 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 17th May, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. V OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 6th May 1893. Mean mileage worked.	Week ending 6th May 1893. Earnings. Total.	Week ending 6th May 1893. Earnings. Per mile open per week.	Week ending 5th May 1894. Mean mileage worked.	Week ending 5th May 1894. Earnings. Total.	Week ending 5th May 1894. Earnings. Per mile open per week.	Earnings from 1st April to 6th May 1893.	Earnings from 1st Apirl to 5th May 1894.	Increase.	Decrease.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	580	1,634	11,40,944	698	1,683	12,49,822	743	55,08,754	58,54,285	3,45,531	...
Bengal-Nágpur	140	863	1,62,321	188	862	1,51,749	176	8,99,514	8,37,103	...	62,411
Indian Midland	129	752	1,06,043	141	752	1,35,387	180	6,64,750	6,74,440	9,690	...
Bezwada Extension	80	21	1,505	72	21	1,525	73	8,765	8,005	...	760
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,81,564	342	1,719	6,56,240	382	27,09,446	30,34,710	3,25,264	...
South Indian	139	1,043	1,75,002	168	1,042	1,47,701	142	8,46,632	7,48,973	...	97,659
Southern Mahratta (*b*)	87	1,156	1,33,630	116	1,164	1,53,064	131	6,79,779	7,38,363	58,584	...
Bengal and North-Western (*c*)	137	756	1,41,617	187	756	1,38,550	183	6,80,094	7,06,410	26,316	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	14,874	67	231	19,307	84	80,459	1,10,631	30,172	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	4,850	4,850	...
TOTAL	243	8,147	24,57,500	302	8,247	26,54,255	322	1,20,78,193	1,27,17,770	6,39,577	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	201	2,509	5,30,835	212	2,507	6,54,910	261	28,98,409	32,99,793	4,01,384	...
Oudh and Rohilkhand (state)	235	692	2,04,022	295	741	2,26,946	306	10,81,131	11,75,762	94,631	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	292	777	1,96,423	253	813	2,00,910	247	9,73,973	10,43,650	69,677	...
Bengal Central (*e*)	120	125	15,205	122	125	16,400	131	76,791	76,610	...	181
East Coast (state)	...	91	5,530	61	266	29,641	111	(*f*)33,343	1,38,195	1,04,852	...
Metre gauge—											
Burma (state)	194	715	1,58,036	221	730	1,16,258	159	7,39,989	5,99,052	...	1,40,937
Special gauges—											
Jorhát (state provincial)	46	25	1,137	45	25	1,270	51	5,274	5,478	204	...
Cherra-Companyganj (state provincial)	47	8	452	57	8	518	65	2,624	2,406	...	218
TOTAL	217	4,942	11,11,706	225	5,215	12,46,853	239	58,11,534	63,40,946	5,29,412	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	9,92,618	666	1,490	9,45,668	635	53,64,676	46,83,865	...	6,80,811
Bombay, Baroda and Central India	605	461	4,77,103	1,035	461	4,76,000	1,033	22,43,032	21,64,000	...	79,032
Madras	226	840	2,06,791	246	840	2,25,252	268	10,27,469	9,57,958	...	69,511
TOTAL	442	2,791	16,76,512	601	2,791	16,46,920	590	86,35,177	78,05,823	...	8,20,354
TOTAL (GUARANTEED AND STATE)	271	15,880	52,45,718	330	16,253	55,48,028	341	2,65,24,904	2,68,64,539	3,39,635	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	25,637	159	161	24,598	153	1,42,330	2,04,963	62,633	...
Tarkessur	252	22	6,940	315	22	7,612	346	42,753	44,584	1,831	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	8,883	133	67	9,682	145	61,606	46,875	...	14,731
Dibru-Sadiya	123	78	10,428	134	78	10,677	137	53,155	52,350	...	805
TOTAL	135	328	51,888	158	328	52,569	160	2,99,844	3,48,772	48,928	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	48,084	144	333	71,111	214	3,42,062	3,43,037	975	...
The Gaekwar's Petlád	96	13	1,610	124	13	1,220	94	7,347	6,790	...	557
Rájpura-Bhátinda	92	108	11,589	107	108	14,774	137	84,907	74,164	...	10,743
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	33,026	100	362	30,694	85	1,66,072	1,52,064	...	14,008
The Gaekwar's Mehsána	59	93	9,177	99	93	8,180	88	46,222	47,490	1,238	...
Kolhápur	67	29	2,144	74	29	2,006	90	11,206	19,583	8,377	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	6,872	95	72	5,350	74	37,789	26,970	...	10,819
TOTAL	107	979	1,12,499	115	1,010	1,33,935	133	6,95,605	6,70,068	...	25,537
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	63,596	190	334	52,888	158	2,97,636	2,63,188	...	34,448
Jetalsar-Rájkot	...	46	3,441	75	46	3,237	70	(*i*) 10,507	18,149	7,642	...
Jodhpur-Bickaneer	60	364	20,028	55	364	26,850	74	91,908	1,25,650	33,742	...
Special gauge—											
Morvi	65	94	8,289	88	94	7,682	82	32,642	34,467	1,825	...
TOTAL	80	838	95,354	114	838	90,657	108	4,32,693	4,41,454	8,761	...
GRAND TOTAL	251	18,025	55,05,459	305	18,429	58,25,189	316	2,79,53,046	2,83,24,833	3,71,787	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 6th May 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 17th May, 1894.*

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SUPPLEMENT TO

The Gazette of India.

No. 21.} CALCUTTA, SATURDAY, MAY 26, 1894.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first month of the official year 1894-95 and of the twenty-three preceding years.

(In Thousands of Rupees.)

FOR THE MONTH OF APRIL.

YEAR.	Madras.			Bengal.			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.	Total Revenue.	Total Import Revenue.	Export Revenue.
1871-72	26	1,02	1,65	92	3,56	1,70	89	2,13	49	10	5	11	37	40	10	19,36	11,43	7,93
1872-73	32	1,19	1,43	96	5,33	2,04	44	3,05	53	5	8	37	44	47	35	20,61	12,24	8,37
1873-74	40	92	1,24	85	4,62	1,27	44	2,46	46	6	3	12	46	40	37	20,01	10,61	9,40
1874-75	26	1,24	98	80	5,04	1,26	50	1,65	50	10	3	10	66	67	38	23	10,73	7,53
1875-76	31	1,24	1,22	98	7,18	1,58	66	2,79	1,10	15	12	32	55	40	39	59	14,22	11,34
1876-77	48	1,03	62	1,06	5,65	63	55	2,83	17	10	3	4	92	40	48	17	12,61	6,34
1877-78	57	81	21	1,19	5,61	1,13	92	4,11	20	24	8	7	82	40	48	39	14,56	6,25
1878-79	57	89	44	1,16	6,43	84	82	4,27	28	22	5	4	82	73	90	31	15,96	6,73
1879-80	40	71	37	90	6,13	76	101	3,47	27	21	4	4	97	48	90	29	14,08	8,18
1880-81	49	92	92	1,27	4,42	50	97	4,35	29	51	7	4	96	62	83	62	14,14	7,69
1881-82	39	81	84	1,19	4,66	71	96	3,78	33	58	9	6	96	74	73	73	14,14	7,69
1882-83	39	...	43	1,24	—2*	71	1,01	—24*	29	36	...	9	1,01	83	74	45	13,87	7,79
1883-84	46	...	57	1,25	—1*	1,60	1,05	5	15	53	...	6	1,05	87	2	59	3,59	9,27
1884-85	34	2	77	1,13	5	75	1,09	7	27	42	2	8	1,03	87	1	52	4,21	10,27
1885-86	39	...	23	99	—1*	1,20	1,04	7	10	37	...	9	1,03	83	3	46	4,00	8,42
1886-87	55	1	40	1,13	1	1,06	99	7	21	36	1	10	1,01	91	2	47	3,53	9,20
1887-88	85	...	45	1,08	3	96	1,25	8	26	62	1	9	1,03	91	1,33	72	4,02	8,74
1888-89	78	15	46	1,17	32	1,36	1,43	44	21	53	1	10	1,09	99	3	64	4,59	9,18
1889-90	84	1	42	1,14	55	1,33	1,34	62	27	60	8	11	1,04	71	...	79	4,63	6,52
1890-91	1,10	5	37	1,23	54	1,19	1,47	1,32	28	62	6	15	1,07	67	1	83	4,63	7,88
1891-92	93	37	34	1,58	56	1,34	1,72	82	21	51	19	13	1,09	72	11	83	5,09	9,16
1892-93	81	7	33	1,55	58	1,33	1,72	83	24	48	3	11	1,12	...	4,81	62	5,46	9,58
1893-94	71	8	48	1,30	34	1,12	1,55	1,12	29	67	20	7	1,27	90	—1*	94	5,68	6,82
1894-95	93	1,06	63	1,40	3,59	1,31	1,53	7,92	27	43	1,06	8	2,62	64	48	1,57	5,13	8,13
																	1,73	5,54
																	6,86	14,99
																	19,04	27,88

* The amount refunded was greater than the duty collected.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT;
(Statistical Branch);
Calcutta, 21st May 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 19th, 1894.

General Summary.—The pressure conditions of the week vary but little from those prevailing during the greater part of the previous week. Abnormally steep gradients favouring strong westerly winds in North-Western India and the Peninsula have continued to be a marked feature of the pressure distribution. The defect of pressure in Upper India has, however, not been so great, but a trough of low pressure lying along the hills, and extending from the Punjab to Bengal, has been the prevailing feature of the week, with pressure lowest at its two extremities in the Punjab and in West Bengal and Chota Nagpur. Hence westerly winds have prevailed for the most part in the Gangetic plain and have extended into Bihar, causing a reduction of humidity and an increase of temperature. Temperature has been most excessive in Bihar, West Bengal, and Chota Nagpur, where unusually high maximum day temperatures have been recorded. At Patna and Gaya on the 18th the thermometer rose to 110°. Temperature has also been excessive on the Madras Coast caused by a continuance of westerly land winds. There has been heavy rain in Tenasserim, Tavoy on two occasions registering falls exceeding 6 inches in the twenty-four hours, and showery weather has continued in Burma generally. Thunderstorms occurred in Assam, North and East Bengal, and Southern India, but they have been neither numerous nor severe. A few thunderstorms were also reported from the Upper India hill districts, in some cases accompanied with hail. Light to moderate rain fell at stations in Central Rajputana.

Daily Summary.—*Sunday.*—Pressure had given way everywhere, except in Southern India, where it had risen slightly, and unusually steep gradients favouring westerly winds prevailed in North-Western India and the Peninsula. Winds were strong in Sind, Cutch, Kathiawar, Rajputana, and the Deccan, and their average velocity during the past twenty-four hours amounted to 33 miles per hour at Hyderabad (Sind) and 23 miles at Bhuj. Rain had fallen in the Punjab hills, North and East Bengal, Assam, Upper Burma, Malabar, and West Ceylon. Dinajpur received 3·06 inches, Gnatong 1·82 inches, Mymensing 1·25 inches, and Burdwan 1 inch.

Monday.—The pressure changes were irregular and small in amount, emphasizing the conditions of the previous day. Steep gradients and strong westerly winds continued. Temperature had risen rapidly in the Punjab, where it was 4·8° above the normal. Rain had fallen in Bengal, Assam, Burma, and Southern India. Tavoy registered 2·19 inches, and Fort Stedman, Sibsagar, Gnatong, Barisal, Jalpaiguri, and Chitaldroog amounts exceeding one inch.

Tuesday.—The barometer had risen over the whole of India, but no important change in the pressure distribution had taken place. Temperature had increased in Bengal and Burma, and was most excessive in South-West Bengal, Chota Nagpur, and South Bihar, where it was 5° to 7° above the normal. Heavy rain had fallen in Tenasserim and Assam, and light to moderate showers in North Bengal and the Upper India hill districts. The largest falls were the following: Tavoy, 6·42 inches; Dhubri, 3·8 inches; and Jalpaiguri, 1·15 inches.

Wednesday.—The distribution of pressure continued practically the same. The trough of low pressure lying along the foot of the hills, which had been a persistent feature for some days past, had moved considerably further north than usual. Steep gradients continued with strong westerly winds—strongest in

Sind, Cutch, Kathiawar, Rajputana, Central India, and the Deccan. Temperature had decreased considerably in the Punjab and Burma, but was still largely above the normal in West Bengal, Central and South Bihar, and Chota Nagpur. Tavoy had received 2·65 inches of rain, Moulmein 1·47 inches, and Diamond Island 1 inch. Thunderstorms had occurred in Assam, North Bengal, and the Upper India hill districts, where they were in some cases accompanied with hail.

Thursday.—Barometric gradients in Western India were not so steep, but the general features of the pressure distribution were unchanged. Winds in the Deccan, Rajputana, and Central and Western India had fallen off slightly in strength, but were still considerably above their normal strength. Heavy rain had again fallen in Tenasserim, Tavoy reporting a fall of 6·08 inches. A few light showers were reported from other districts.

Friday.—Pressure had increased at most stations, but generally by small amounts, and the principal features of its distribution remained unchanged. Barometric gradients were steeper in the south-east and east of the Bay. Winds continued considerably above their normal strength, and at many stations were from 50 to 100 per cent. above their mean strength in May. Moderate to heavy general rain had fallen in Lower Burma, and local showers elsewhere, chiefly in Bengal and Southern India. The following were the largest falls reported: Moulmein, 4·52 inches; Gnatong, 2·62 inches; Tavoy, 2·05 inches; Madura, 1·18 inches; and Toungoo, ·90 inch.

Saturday.—Pressure had increased briskly in Burma, but elsewhere had changed by only small amounts which had not affected its distribution. Steep gradients continued and strong westerly winds considerably above their normal strength. Owing to the action of increasing sea winds in Bengal, the area of greatest excess of temperature had been transferred slightly northwards into Central Bengal. Patna, Gaya, and Chaibassa had the day before registered maximum temperatures exceeding 110°. Light to moderate rain was reported from stations in Burma, Bengal, Assam, Southern India, and Central Rajputana. The heaviest falls were:—Rangoon, 1·68 inches; Bassein, 1·40 inches; Silchar, 1·27 inches; Sambhar, 1·26 inches; Thayetmyo, 1·15 inches; and Dhubri, 1·06 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	May 1894.							Mean variation of week.
	13th.	14th.	15th.	16th.	17th.	18th.	19th.	
	°	°	°	°	°	°	°	°
Burma	+0·2	0	+1·5	—0·3	—1·1	—2·7	—1·6	—0·6
Bengal and Assam	+1·8	+2·4	+3·3	+3·4	+3·3	+3·6	+3·6	+3·1
North-Western Provinces and Oudh.	+4·2	+4·8	+3·6	+3·0	+3·1	+3·2	+3·9	+3·7
Punjab	+1·9	+4·6	+4·6	+1·6	+1·3	+0·2	+1·0	+2·2
Bombay	+0·1	+0·1	—0·1	+0·1	—0·7	—0·5	+0·3	—0·1
Central Provinces and Berar	+1·1	+0·4	+0·6	+0·2	—0·6	—0·5	+0·4	+0·2
Central India and Gujarat	—1·1	—1·7	—1·3	—1·8	—1·4	—1·2	—0·8	—1·3
Sind and Rajputana	+0·5	—1·1	—1·6	—1·1	—0·6	—0·2	—1·2	—0·8
Madras	+2·1	+1·8	+2·2	+2·3	+3·4	+1·8	+1·8	+2·2
Mean for whole of India	+1·2	+1·3	+1·4	+0·8	+0·7	+0·4	+0·8	+0·9

Except in Burma, where the temperature was chiefly affected by the rainfall, the abnormally strong westerly winds prevailing during the past week showed their influence on the temperature in a marked degree. In the provinces of Bombay, Gujarat, Sind, Rajputana, and Central India, where these winds were still to a great extent sea winds, temperature was reduced to slightly below the normal;

but further in the interior in the Punjab, the North-Western Provinces, and Bengal, and on the Madras Coast, where an increase of temperature accompanied the descent of the winds from the higher plateau area of the interior, temperature was considerably in excess. As might be expected, the excess of temperature was greatest in Bihar, Chota Nagpur, and the parts of Western Bengal unaffected by the southerly sea winds from the Bay; and the excess at stations in this area varied from 4° to 8°.

The mean temperature of the week was normal in Burma, Bombay, the Central Provinces, Berar, Sind, and Rajputana; slightly in defect in Central India and Gujarat; and in moderate excess in Madras, the Punjab, the North-Western Provinces, and Bengal. The mean temperature of the whole of India was in excess on every day of the week. For the whole week it was 0·9° above the normal.

Rainfall.—Moderate to heavy rain has fallen in Tenasserim, Lower Burma, Assam, and North and East Bengal. The rainfall in other parts of the country has been very small in amount, and in most cases in defect of the normal fall for the week. The divisions that have received the heaviest average falls are:—Tenasserim, 11·26 inches; Assam (Surma), 5·47 inches; North Bengal, 3·52 inches; Lower Burma, 3·06 inches; and Assam (Brahmaputra), 2·90 inches. Forty of the fifty-two rainfall divisions have received rain, but in only the following seven has the rainfall been in excess of the average normal fall of the week: Tenasserim, Assam (Surma and Brahmaputra), North and East Bengal, and the North-West and Hill districts of the Punjab.

For the period 4th March to 19th May, the normal amount of rainfall has been received in the Punjab hill districts and in Coorg. The rainfall has been in excess in Tenasserim, Central Burma, North Bengal, the North-West and West districts of the Punjab, the Konkan, Khandesh, the Bombay Deccan, Berar, Central Provinces (West), and in most of the divisions of Southern India. The largest excess is in Tenasserim, where the rainfall of the period has amounted to 27·26 inches as against the normal fall of 12·05 inches. Rainfall continues in greatest absolute defect in Assam.

The largest amounts of rain received at individual rain gauge stations during the week are the following: Thaton (Tenasserim), 14·38 inches; Kyaikto (Central Burma), 10·56 inches; Cherra (Khasia and Jaintia Hills), 8·78 inches; and Moulmein, 8·13 inches.

Snowfall.—The Agency Surgeon, Gilgit, states that the snowfall on the neighbouring hills was below the average in November and December and above it in January, February, and March. The total snowfall for the whole winter was heavier than usual, and the inhabitants of the district are in consequence expecting an unusually good harvest.

PROVINCE.	DIVISION.	Rainfall data for week ending May 19th, 1894. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from March 4th to May 19th, 1894. Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	11·26	5·40	+ 5·86	27·26	12·05	+ 126
	Lower Burma	3·06	3·31	— 0·25	6·18	6·61	— 7
	Central Burma	1·71	2·03	— 0·32	8·84	4·46	+ 98
	Upper Burma	0·40	?	?	4·98	?	?
	Arakan	1·66	2·44	— 0·78	4·79	7·76	— 38
Bengal and Assam	Eastern Bengal	2·19	1·65	+ 0·54	10·52	12·48	— 16
	Assam (Surma)	5·47	5·09	+ 0·38	25·67	36·52	— 30
	Do. (Brahmaputra)	2·90	2·74	+ 0·16	13·87	18·37	— 24
	Deltaic Bengal	0·21	1·02	— 0·81	6·07	8·07	— 25
	Central Bengal	0·42	0·82	— 0·40	4·49	5·20	— 14
	North Bengal	3·52	1·79	+ 1·73	12·77	10·13	+ 26
	Orissa	0·03	0·69	— 0·66	1·98	4·30	— 54
	Chota Nagpur	0·01	0·52	— 0·51	1·93	2·89	— 33
	Bihar (South)	0	0·23	— 0·23	0·41	1·34	— 69
	Do. (North)	0·18	0·45	— 0·27	1·31	2·80	— 53
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·12	— 0·12	0·19	0·69	— 72
	Do. (Submontane) (*a*)	0	0·23	— 0·23	0·11	1·21	— 91
	Oudh (South)	0	0·14	— 0·14	0·22	0·80	— 73
	Do. (North)	0	0·21	— 0·21	0·26	1·18	— 78
	North-Western Provinces (Central).	0	0·09	— 0·09	0·19	0·64	— 70
	North-Western Provinces (West).	0	0·10	— 0·10	0·27	0·77	— 65
	North-Western Provinces (Submontane) (*b*)	0·03	0·31	— 0·28	1·06	2·33	— 55
Punjab	Punjab (South)	0·04	0·12	— 0·08	0·18	1·00	— 82
	Do. (Central)	0·04	0·15	— 0·11	0·47	1·06	— 56
	Do. (Submontane)	0·12	0·29	— 0·17	1·33	2·04	— 35
	Do. (Hill Districts)	0·74	0·54	+ 0·20	6·13	6·14	0
	Do. (North-West)	0·36	0·23	+ 0·13	4·14	3·74	+ 16
	Do. (West)	0·02	0·09	— 0·07	1·45	1·33	+ 9
Bombay and Malabar Coast Districts (Madras).	Malabar	0·26	1·84	— 1·58	8·76	7·06	+ 27
	Madras (South Central)	1·03	1·08	— 0·05	6·80	5·59	+ 23
	Coorg	0·14	1·30	— 1·16	6·69	6·67	0
	Mysore	0·61	0·74	— 0·13	4·87	3·42	+ 42
	Konkan	0	0·13	— 0·13	0·64	0·54	+ 19
	Bombay Deccan	0·11	0·29	— 0·18	2·47	1·60	+ 54
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·16	— 0·16	0·54	0·46	+ 17
Central Provinces and Berar.	Berar	0·07	0·11	— 0·04	0·73	0·72	+ 1
	Central Provinces (West)	0·01	0·04	— 0·03	0·68	0·65	+ 4
	Ditto (Central)	0·01	0·08	— 0·07	0·39	1·02	— 62
	Ditto (East)	0·07	0·21	— 0·14	0·15	1·67	— 91
Bombay (North)	Gujarat	0·03	0·04	— 0·01	0·04	0·09	— 56
	Kathiawar	0	0·03	— 0·03	0·04	0·26	— 85
	Sind	0·01	0·01	0	0·05	0·40	— 88
Rajputana and Central India.	Central India (East)	0	0·20	— 0·20	0·07	0·46	— 85
	Rajputana (East), Central India (West).	0·02	0·23	— 0·21	0·08	0·58	— 86
	Rajputana (West)	0	0·22	— 0·22	0	0·53	— 100
Madras	East Coast (North)	0·18	0·69	— 0·51	2·34	2·44	— 4
	Ditto (ditto) (*a*)	0·10	0·73	— 0·63	5·10	3·30	+ 55
	Hyderabad (South)	0·21	0·30	— 0·09	0·58	1·89	— 69
	Madras (Central)	0·08	0·50	— 0·42	1·39	1·77	— 22
	East Coast (Central)	0·07	0·63	— 0·56	1·29	1·65	— 22
	Ditto (South)	0·56	0·71	— 0·15	3·26	2·88	+ 13
	Madras (South)	0·40	0·51	— 0·11	5·42	4·18	+ 30

SIMLA, *24th May, 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 19th May.*—Showers in most districts. Good rain in the Central, Nilgiris, and parts of the Circars, the West Coast, and the Southern districts. Ploughing and sowing in places. Standing crops good. Harvest still continues in places; outturn average. Pasture scarce, but fodder sufficient. Condition of cattle good. Prices practically stationary.

Bombay.—*For week ending 23rd May.*—Rain generally slight in parts of fourteen districts. Standing crops damaged by rust or insects in parts of two districts; otherwise good. Preparation of lands for next season in general progress. Sowing commenced in parts of four districts. Agricultural stock poor and fodder insufficient in parts of one district. Numbers on relief works: Baroda, 949.

Bengal.—*For week ending 19th May.*—There was general rain during the week in North and East Bengal, and light showers occurred in South-West Bengal, while in Behar, Orissa, and Chota Nagpur little or no rain fell. Ploughing and early sowings are in progress, but rain is required over the greater part of the province. In North and East Bengal, where sufficient rain has fallen, the young early rice and jute crops are coming on well. Prospects of sugarcane, indigo, and millets are generally good. Cattle are in good condition. The supply of fodder and water generally sufficient. Prices of common rice continue normal, except in the Eastern districts, where they are still high.

North-Western Provinces and Oudh.—*For week ending 23rd May.*—Weather hot. Slight rain has fallen in two districts. Threshing and winnowing nearing completion. Irrigation of summer crops continues; extra crops doing well. Supplies and fodder sufficient. Prices normal.

Punjab.—*For week ending 23rd May.*—Rain has fallen in all but five districts. Threshing of spring crops going on and weeding of cotton in progress. Land is being prepared for the coming autumn. Extra spring crops are said to be in good condition and sugarcane average. Cattle are generally reported to be in good condition and fodder sufficient throughout the province. Prices rising in four districts and falling in one; stationary elsewhere.

Central Provinces.—*For week ending 23rd May.*—The weather has been very hot and oppressive. Storms have occurred in places, and Seoni has registered

half an inch of rain. Prospects generally unchanged. In Saugor the week's imports of grain reached 15,600 maunds, and Damoh received 8,000 maunds by road from Jabalpur. The average daily number of persons on relief works has risen to 2,395 in Saugor and to 1,615 in Damoh. No gratuitous relief. The price of wheat is 12 seers at Saugor, 13¾ seers at Damoh, 15 seers at Jabalpur, 13 seers at Narsinghpur, and 16 seers at Hoshangabad. Gram is still cheap, selling at 18 seers in Saugor and Damoh, at 24 seers in Jabalpur and Narsinghpur, and at 22 seers in Hoshangabad; common rice at 10½ seers in Damoh.

Burma.—*For week ending 19th May.*—The rainfall up to date is general and sufficient. It is less than that of last two years in the Northern and Western divisions, but in excess in the Central and Southern divisions. In one district of Lower Burma ploughing for the main paddy crop has commenced. In Upper Burma reaping of dry-weather paddy and sowing of early wet-weather paddy in plains and on hill clearings progressing favourably. Sowing of cotton has commenced in Sagaing. Standing crops are looking well. The price of paddy has risen in Yeu; fluctuations in prices elsewhere are unimportant. Fodder and water-supply sufficient.

Assam.—*For week ending 22nd May.*—Weather seasonable. Sowing of early rice nearly finished and ploughing for late rice commenced. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 23rd May.*—MYSORE: Slight rain throughout the State. Crops and prospects good. *Ragi* (*Eleusine coracana*) sown in the Hassan district. Prices fallen in the Chitaldrug district.

COORG: Rainfall moderate. Ploughing in progress. Sowing of rice nurseries commenced in some parts. Prospects of coffee and cardamom fair. Fodder and water for cattle sufficient. Prices continue normal.

Berar and Hyderabad.—*For week ending 23rd May.*—BERAR: Rainfall moderate. Weather very warm and frequently cloudy. Preparation of land for ensuing rain-crop continues. Fodder insufficient in parts of two districts and water-supply inadequate in the Melghat taluka only. Prices fluctuating in two districts; otherwise stationary.

HYDERABAD: No rain during the week. Reaping of hot-weather crops continues. Prices steady.

Central India.—*For week ending 23rd May.*—Slight rain in Bundelkhand during the week. Later reports show that the failure of the wheat crops in Bhopal and parts of Gwalior are not causing much distress at present, but arrangements are being made to open out relief works should such be required. In other Agencies, except Bundelkhand, the wheat crops have been fairly good.

Pasturage good and sufficient in almost all parts of Central India. Prices of food-grains above normal rates in parts of Gwalior and steady at high rates in other Agencies.

Rajputana.—*For week ending 23rd May.*—Slight rain in Abu, Ajmere, Jeypore, and Dholpur. Agricultural operations satisfactory. Standing crops being reaped in Pertabgarh; harvests generally good. Cattle in good condition. Pasturage or fodder failing in Dholpur; sufficient elsewhere. Prices fluctuating in Ajmere, rising in four States, falling in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 22nd May.*—Slight rain. Weather fine. Water for irrigation ample. Spring crops in good condition. Rice sowings in progress. Prices stationary.

JAMMU PROVINCE.—*For week ending 22nd May.*—No rain. Prices stationary.

Nepal.—*For week ending 19th May.*—Slight rain. Weather seasonable. Crop prospects favourable.

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

GOVERNMENT

DEPARTMENT OF REVENUE

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras ...	...	...	...	18	...	483	...	...	...	18	...	483
Bombay ...	...	...	...	5,72,270	4,28,105	5,72,452	...	...	...	5,72,276	4,28,105	5,79,452
Sind	...	...	...	...	...	...	35,203	29,355	85,887	35,203	29,355	85,887
Bengal	7,143	16,707	7,241	...	...	...	...	...	...	7,143	16,707	7,241
N.-W. P. & O. ...	43,338	36,848	63,738	15,299	33,916	45,794	...	...	...	58,637	70,764	1,09,532
Punjab	...	13,003	12,020	101	14,527	11,633	4,214	39,291	46,801	4,315	66,911	70,454
Cent. Provs. ...	1,792	973	2,264	14,130	13,464	26,205	...	...	...	15,922	14,437	28,469
Berar	3,866	48	475	2,77,551	1,02,354	1,88,790	...	...	...	2,81,447	1,02,402	1,89,965
Assam	5,800	9,176	7,799	...	...	...	...	...	...	5,800	9,176	7,799
Raj. & C. I. ...	2,082	2,271	7,150	91,665	1,42,866	1,93,031	...	...	...	93,747	1,45,137	2,00,181
Nizam's Terry. ...	...	...	...	331	291	11	...	...	...	331	291	11
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	64,051	79,116	1,00,687	9,71,371	7,35,523	10,38,399	39,417	68,646	1,32,688	10,74,839	8,83,285	12,71,774
WHEAT—												
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	1,83,700	2,77,652	1,65,362	...	...	...	1,83,700	2,77,652	1,65,362
Sind	...	...	...	...	...	...	75,443	40,956	1,41,008	75,443	40,956	1,41,008
Bengal	87,318	10,640	12,646	...	...	...	...	...	...	87,318	10,640	12,646
N.-W. P. & O. ...	2,64,642	1,20,629	1,27,844	3,41,978	27,008	247	1,353	...	...	6,07,973	1,47,037	1,28,091
Punjab	1,161	...	53,427	1,08,225	...	73,776	5,43,313	13,257	4,82,319	6,52,699	13,357	6,09,522
Cent. Provs. ...	114	23,488	2,733	3,60,152	1,87,942	1,09,510	...	...	...	3,60,266	2,11,430	1,12,243
Berar	...	...	...	1,11,857	685	4,264	...	...	...	1,11,857	685	4,264
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. ...	...	...	...	89,116	60,047	25,583	...	...	...	89,116	60,047	25,583
Nizam's Terry. ...	...	...	...	...	452	...	...	...	...	...	452	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	3,53,235	1,54,757	1,96,650	11,95,028	5,53,786	3,78,742	6,20,109	154,213	6,23,327	21,68,372	7,62,756	11,98,719
LINSEED—												
Madras	...	...	...	...	22,247	45,071	...	...	...	...	22,247	45,071
Bombay	...	...	...	2,41,812	3,12,928	5,21,952	...	...	...	2,41,812	3,12,928	5,21,952
Sind	...	...	...	...	...	...	6	...	426	6	...	426
Bengal	3,06,754	3,56,620	4,01,567	18	...	...	...	...	...	3,06,772	3,56,620	4,01,567
N.-W. P. & O. ...	1,57,728	51,020	77,487	4,222	2,301	31,803	...	...	...	1,61,950	53,321	1,09,290
Punjab	...	...	686	...	31	...	60	12	45	60	45	731
Cent. Provs. ...	41,688	10,087	1,67,289	3,12,686	2,54,556	4,49,255	...	...	...	3,54,374	2,64,643	6,16,544
Berar	...	...	3,017	4,14,506	2,31,641	4,68,780	...	...	...	4,14,506	2,31,641	4,71,797
Assam	231	276	...	...	...	...	...	...	...	231	276	...
Raj. & C. I. ...	34,191	17,495	43,764	74,891	59,662	2,26,927	...	...	...	1,09,082	77,157	2,70,691
Nizam's Terry. ...	...	...	...	71,930	74,239	1,71,218	...	...	...	71,930	74,239	1,71,218
Mysore ...	...	...	...	...	...	84	...	...	...	...	...	84
TOTAL ...	5,40,591	4,35,498	6,93,810	11,20,065	9,57,607	19,15,090	66	12	471	16,60,723	13,93,117	26,09,371
INDIGO—												
Madras	...	...	...	241	49	67	...	...	...	241	49	67
Bombay	...	...	...	19	4	102	...	...	...	19	4	102
Sind	...	...	...	...	21	...	229	311	739	229	332	739
Bengal	326	37	11	...	...	...	...	...	...	326	37	11
N.-W. P. & O. ...	26	...	80	12	141	61	...	...	...	38	141	141
Punjab	...	...	...	3	...	...	403	128	309	406	128	399
Cent. Provs. ...	...	...	...	...	1	3	...	...	...	...	1	3
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. ...	...	...	...	88	6	32	...	...	...	88	6	32
Nizam's Terry. ...	...	...	...	1	...	...	...	...	...	1	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	352	37	91	364	222	265	632	439	1,048	1,348	698	1,404

DEPARTMENT OF REVENUE AND AGRICULTURE:

Simla, the 23rd May, 1894.

OF INDIA.

AND AGRICULTURE.

TICS.

LINSEED, AND INDIGO.

Bombay Town, and Karachi during the month of March 1894, and from 1st January to 31st March 1894, periods of the years 1892 and 1893.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.													Articles, and whence exported.
Calcutta.			Bombay Town.			Karachi.			TOTAL.				
1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.		
14	15	16	17	18	19	20	21	22	23	24	25		26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		
												COTTON, RAW—	
			18	...	2,209	...	...	...	18	...	2,209	Madras.	
...	...	...	12,45,111	10,04,928	13,23,831	...	...	...	12,45,111	10,04,928	13,24,073	Bombay.	
...	...	242	...	...	...	97,158	72,403	1,86,931	97,158	72,403	1,86,931	Sind.	
...	...	...	...	...	...	...	...	...	29,200	39,746	20,825	Bengal.	
29,200	39,727	20,825	...	19	...	...	...	...	2,03,776	2,70,591	4,95,625	N.-W. P. & O.	
1,01,886	1,01,153	2,75,977	1,01,890	1,69,438	2,19,648	8,796	1,21,593	1,18,986	9,375	2,03,226	2,08,318	Punjab.	
1	25,558	35,849	578	56,075	53,483	...	...	...	37,805	63,190	90,262	Cent. Provs.	
2,054	1,519	6,373	35,751	61,671	83,889	...	...	...	8,49,208	4,71,910	7,54,576	Berar.	
6,894	284	4,034	8,42,314	4,71,626	7,50,542	...	...	...	11,301	21,333	17,794	Assam.	
11,301	21,333	17,794	...	...	...	...	...	...	2,68,175	3,89,718	4,64,649	Raj. & C. I.	
2,240	4,854	16,754	2,65,935	3,84,864	4,47,895	...	...	...	354	1,362	409	Nizam's Terry.	
...	...	...	354	1,362	409	...	...	...	...	364	40	Mysore.	
...	...	...	...	364	40	...	...	...					
1,53,576	1,94,428	3,77,848	24,91,951	21,50,347	28,81,946	1,05,954	1,93,996	3,05,917	27,51,481	25,38,771	35,65,711	TOTAL.	
												WHEAT—	
...	...	...	...	...	86	...	...	...	...	...	86	Madras.	
...	...	...	2,90,677	4,03,039	2,40,259	...	...	...	2,90,677	4,03,039	2,40,259	Bombay.	
...	...	...	...	...	...	3,59,465	1,51,408	4,90,016	3,59,465	1,51,408	4,90,016	Sind.	
2,02,440	64,810	26,930	1	...	...	...	...	...	2,02,441	64,810	26,930	Bengal.	
5,82,701	3,93,028	3,28,536	5,75,028	1,13,984	1,18	1,353	...	...	11,59,082	5,07,612	3,29,654	N.-W. P. & O.	
3,836	...	1,75,424	2,00,916	12,250	1,57,119	12,25,760	40,275	13,34,155	14,30,512	52,525	16,66,698	Punjab.	
2,316	74,585	27,419	9,89,832	8,07,045	5,06,079	...	...	...	9,92,148	8,81,630	5,33,498	Cent. Provs.	
...	...	...	1,31,223	12,860	4,332	...	...	...	1,31,223	12,860	4,332	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
312	1,856	...	3,00,155	2,31,851	2,15,067	...	...	...	3,00,467	2,33,707	2,15,067	Raj. & C. I.	
...	...	...	...	452	...	...	...	...	...	452	...	Nizam's Terry.	
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.	
7,07,605	5,34,879	5,58,309	24,87,832	15,81,481	11,24,060	15,86,578	1,91,683	18,24,171	48,66,015	23,08,043	35,06,540	TOTAL.	
												LINSEED—	
...	...	...	...	25,367	68,717	...	...	...	...	25,367	68,717	Madras.	
...	...	...	4,20,377	4,83,976	8,91,323	...	...	...	4,20,377	4,83,976	8,91,323	Bombay.	
...	...	...	...	...	...	7	...	550	7	...	550	Sind.	
...	...	...	18	...	...	...	...	...	4,12,414	4,03,687	6,87,025	Bengal.	
4,12,396	4,03,687	6,87,025	7,368	4,817	37,786	...	...	...	2,52,952	71,472	2,19,945	N.-W. P. & O.	
2,45,584	66,655	1,82,159	...	33	...	60	12	611	60	45	1,297	Punjab.	
...	...	686	4,02,873	3,75,598	5,87,095	...	...	...	4,55,043	3,90,747	8,18,429	Cent. Provs.	
52,170	15,149	2,31,334	5,96,337	3,43,933	9,31,287	...	...	...	5,96,337	3,43,933	9,35,817	Berar.	
...	...	4,530	...	...	...	...	...	...	1,654	1,322	909	Assam.	
1,654	1,322	909	89,732	88,472	2,53,831	...	...	...	1,36,430	1,07,401	3,14,003	Raj. & C. I.	
46,698	18,929	60,172	2,35,943	1,88,592	3,53,088	...	...	...	2,35,943	1,88,592	3,53,088	Nizam's Terry.	
...	...	...	...	18	86	...	...	...	...	18	86	Mysore.	
...	...	...	...	...	...								
7,58,502	5,05,742	11,66,815	17,52,648	15,10,806	31,23,213	67	12	1,161	25,11,217	20,16,560	42,91,189	TOTAL.	
												INDIGO—	
...	...	...	255	655	747	...	...	...	255	655	747	Madras.	
...	...	...	324	347	370	...	...	...	324	347	370	Bombay.	
...	...	...	...	21	...	1,372	4,300	1,710	1,372	4,321	1,710	Sind.	
...	...	...	...	...	...	...	...	...	5,457	6,161	6,560	Bengal.	
5,457	6,161	6,560	...	...	135	...	...	...	3,866	687	3,279	N.-W. P. & O.	
3,827	546	3,144	39	141	1	1,551	1,763	1,037	1,556	1,766	1,286	Punjab.	
...	...	248	5	3	2	3	...	...	...	2	3	Cent. Provs.	
...	...	...	...	...	...	...	...	...	...	...	...	Berar.	
...	...	...	...	...	...	...	...	...	...	...	...	Assam.	
...	...	...	...	...	...	...	...	...	540	571	620	Raj. & C. I.	
...	...	...	540	571	620	...	...	...	1	...	...	Nizam's Terry.	
...	...	...	1	...	...	...	...	...	...	...	...	Mysore.	
...	...	...	...	...	...	...	...	...					
9,284	6,707	9,952	1,164	1,740	1,876	2,923	6,063	2,747	13,371	14,510	14,575	TOTAL.	

E. C. BUCK,

Secretary to the Government of India.

C

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 13TH MAY 1893, AND FROM 1ST JANUARY TO 12TH MAY 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 13th May 1893. Mean mileage worked.	Week ending 13th May 1893. Earnings. Total.	Week ending 13th May 1893. Earnings. Per mile open per week.	Week ending 12th May 1894. Mean mileage worked.	Week ending 12th May 1894. Earnings. Total.	Week ending 12th May 1894. Earnings. Per mile open per week.	Earnings from 1st January to 13th May 1893.	Earnings from 1st January to 12th May 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	10,91,271	668	1,683	12,04,836	716	1,97,61,362	2,16,07,594	18,46,232	...
Bengal-Nágpur	180	863	1,72,127	199	862	1,47,066	171	31,50,002	33,30,703	1,80,101	...
Indian Midland	145	752	1,09,447	146	752	1,33,035	177	22,17,946	23,67,981	1,50,335	...
Bezwada Extension	96	21	1,472	70	21	1,498	71	30,458	34,390	...	5,068
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,70,558	341	1,710	6,72,630	391	97,40,229	1,05,63,844	8,23,615	...
South Indian	157	1,043	1,58,519	152	1,242	1,51,782	146	30,16,514	26,40,800	...	3,75,714
Southern Mahratta (*b*)	109	1,156	1,40,778	122	1,164	1,62,560	140	22,62,130	24,44,535	1,82,405	...
Bengal and North-Western (*c*)	162	756	1,36,870	181	756	1,47,290	195	23,73,722	22,99,651	...	74,071
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	16,229	73	231	20,355	88	3,06,276	3,00,742	84,466	...
Pálanpur-Deesa	...	...	...	...	17	810	48	...	15,505	15,505	...
TOTAL	272	8,147	24,06,277	295	8,247	26,41,862	320	4,28,67,939	4,57,04,745	28,36,806	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,17,145	206	2,507	5,92,611	236	1,08,71,211	1,21,52,940	12,81,724	...
Oudh and Rohilkhand (state)	272	692	2,05,714	297	741	2,20,927	298	30,52,312	40,10,884	3,01,542	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,70,603	220	813	1,99,070	245	37,46,480	44,33,433	6,86,947	...
Bengal Central (*e*)	120	125	13,677	109	125	14,910	119	2,93,688	2,92,357	...	1,331
East Coast (state)	55	91	5,110	56	266	32,156	121	(*f*) 66,001	4,30,087	3,70,626	...
Metre gauge—											
Burma (state)	224	722	1,42,063	197	730	1,24,307	170	33,67,714	29,41,449	...	4,26,265
Special gauges—											
Jorhát (state provincial)	46	25	1,598	64	25	1,325	53	20,146	21,081	935	...
Cherra-Companyganj (state provincial)	58	8	534	67	8	569	71	9,548	8,945	...	603
TOTAL	231	4,949	10,56,444	213	5,215	11,85,935	227	2,20,27,201	2,43,03,776	22,76,575	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	11,03,028	740	1,490	8,77,296	589	1,80,33,473	1,78,99,046	...	1,67,427
Bombay, Baroda and Central India	765	401	4,43,366	962	401	4,56,000	989	67,49,170	68,84,700	1,35,620	...
Madras	242	840	1,79,794	214	840	1,83,095	218	38,55,514	36,82,495	...	1,73,019
TOTAL	525	2,791	17,26,188	618	2,791	15,16,391	543	2,86,38,157	2,84,33,331	...	2,04,826
TOTAL (Guaranteed and State)	304	15,887	51,88,909	327	16,253	53,44,188	329	9,35,33,297	9,84,41,852	49,08,555	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	23,714	147	161	21,911	136	4,17,003	5,48,375	1,01,372	...
Tarkessur	277	22	5,935	270	22	6,072	276	1,20,701	1,35,205	8,444	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	6,867	102	67	9,084	136	1,42,793	1,74,318	31,525	...
Dibru-Sadiya	126	78	11,101	142	78	10,325	132	1,87,006	1,99,599	12,593	...
TOTAL	142	328	47,617	145	328	47,392	144	9,03,563	10,57,497	1,53,934	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	50,208	151	333	69,290	208	11,43,915	11,44,726	811	...
The Gaekwar's Petlád	103	13	1,333	103	13	1,710	132	20,078	25,519	...	1,159
Rájpura-Bhátinda	124	108	11,586	107	108	19,999	185	2,55,518	2,91,147	35,629	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	32,685	99	362	32,598	90	6,42,533	5,77,589	...	64,944
The Gaekwar's Mehsána	80	93	8,452	91	93	8,070	87	1,48,760	1,74,243	25,477	...
Kolhápur	83	29	2,344	81	29	2,629	91	45,344	52,638	7,294	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	6,255	87	72	6,140	85	1,16,650	1,07,744	...	8,906
TOTAL	125	979	1,12,863	115	1,010	1,40,436	139	23,70,404	23,73,606	...	5,798
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	60,916	182	334	51,890	155	9,34,054	8,70,571	...	63,483
Jetalsar-Rájkot	24	46	3,466	75	46	3,221	70	(*i*) 13,073	59,031	45,958	...
Jodhpur-Bickaneer	53	364	13,519	37	364	26,000	71	3,44,073	5,06,943	1,62,270	...
Special gauge—											
Morvi	70	94	6,924	74	94	8,013	85	1,19,448	1,27,654	8,206	...
TOTAL	93	838	84,825	101	838	89,124	106	14,12,148	15,65,099	1,52,951	...
GRAND TOTAL	282	18,032	54,34,214	301	18,429	56,21,140	305	9,82,28,442	10,34,38,054	52,09,642	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godavari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 13th May 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 24th May, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. VI of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1892-93.	Week ending 13th May 1893. Mean mileage worked.	Week ending 13th May 1893. Earnings. Total.	Week ending 13th May 1893. Earnings. Per mile open per week.	Week ending 12th May 1894. Mean mileage worked.	Week ending 12th May 1894. Earnings. Total.	Week ending 12th May 1894. Earnings. Per mile open per week.	Earnings from 1st April to 13th May 1893.	Earnings from 1st April to 12th May 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	580	1,634	10,91,271	668	1,683	12,04,836	716	66,00,025	70,59,121	4,59,096	...
Bengal-Nágpur	140	863	1,72,127	199	862	1,47,066	171	10,71,641	9,84,169	...	87,472
Indian Midland	129	752	1,09,447	146	752	1,33,035	177	7,74,197	8,14,839	40,642	...
Bezwada Extension	80	21	1,472	70	21	1,498	71	10,237	9,503	...	734
Metre gauge—											
Rajputana-Malwa (*a*)	258	1,699	5,79,558	341	1,719	6,72,630	391	32,89,004	37,09,425	4,20,421	...
South Indian	139	1,043	1,58,519	152	1,042	1,51,782	146	10,05,151	8,98,831	...	1,06,320
Southern Mahratta (*b*)	87	1,156	1,40,778	122	1,164	1,62,560	140	8,20,557	8,98,854	78,297	...
Bengal and North-Western (*c*)	137	756	1,36,876	181	756	1,47,290	195	8,16,970	8,53,700	36,730	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	66	223	16,229	73	231	20,355	88	96,688	1,30,986	34,298	...
Pálanpur-Deesa	...	...	...	...	17	810	48	...	5,365	5,365	...
TOTAL	243	8,147	24,06,277	295	8,247	26,41,862	320	1,44,84,470	1,53,64,793	8,80,323	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	201	2,509	5,17,145	206	2,507	5,92,611	236	34,15,554	39,06,795	4,91,241	...
Oudh and Rohilkhand (state)	235	692	2,05,714	297	741	2,20,927	298	12,80,845	13,96,689	1,09,844	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	292	777	1,70,603	220	813	1,99,070	245	11,44,576	12,42,720	98,144	...
Bengal Central (*e*)	120	125	13,677	109	125	14,910	119	90,468	91,520	1,052	...
East Coast (state)	...	91	5,110	56	266	32,156	121	(*f*) 38,453	1,70,351	1,31,898	...
Metre gauge—											
Burma (state)	194	722	1,42,063	197	730	1,24,307	170	8,82,052	7,23,419	...	1,58,633
Special gauges—											
Jorhát (state provincial)	46	25	1,598	64	25	1,325	53	6,872	6,803	...	69
Cherra-Companyganj (state provincial)	47	8	534	67	8	569	71	3,158	2,975	...	183
TOTAL	217	4,949	10,56,444	213	5,215	11,85,935	227	68,67,978	75,41,272	6,73,294	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	513	1,490	11,03,028	740	1,490	8,77,296	589	64,57,704	56,14,723	...	8,52,981
Bombay, Baroda and Central India	605	401	4,43,366	962	461	4,56,000	989	26,86,398	20,32,792	...	53,606
Madras	226	840	1,79,794	214	840	1,83,095	218	12,07,263	11,53,870	...	53,393
TOTAL	442	2,791	17,26,188	618	2,791	15,16,391	543	1,03,61,365	94,01,385	...	9,59,980
TOTAL (Guaranteed and State)	271	15,887	51,88,909	327	16,253	53,44,188	329	3,17,13,813	3,23,07,450	5,93,637	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	132	161	23,714	147	161	21,911	136	1,66,044	2,26,874	60,830	...
Tarkessur	252	22	5,935	270	22	6,072	276	48,688	50,656	1,968	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	118	67	6,867	102	67	9,084	136	68,473	55,959	...	12,514
Dibru-Sadiya	123	78	11,101	142	78	10,325	132	64,256	62,675	...	1,581
TOTAL	135	328	47,617	145	328	47,392	144	3,47,461	3,96,164	48,703	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	151	333	50,208	151	333	69,290	208	3,92,270	4,12,327	20,057	...
The Gaekwar's Petlád	96	13	1,333	103	13	1,710	132	8,680	8,997	317	...
Rájpura-Bhátinda	92	108	11,586	107	108	19,999	185	96,493	94,163	...	2,330
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	94	331	32,685	99	362	32,598	90	1,98,757	1,86,284	...	12,473
The Gaekwar's Mehsána	59	93	8,452	91	93	8,070	87	54,674	54,664	...	10
Kolhápur	67	29	2,344	81	29	2,629	91	13,550	22,119	8,569	...
Special gauge—											
The Gaekwar's Dabhoi	68	72	6,255	87	72	6,140	85	44,044	35,021	...	9,023
TOTAL	107	979	1,12,863	115	1,010	1,40,436	139	8,08,468	8,13,575	5,107	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	102	334	60,916	182	334	51,890	155	3,58,552	3,16,256	...	42,296
Jetalsar-Rájkot	...	46	3,466	75	46	3,221	70	(*i*) 13,973	21,382	7,409	...
Jodhpur-Bickaneer	60	364	13,519	37	364	26,000	71	1,05,427	1,51,110	45,683	...
Special gauge—											
Morvi	65	94	6,924	74	94	8,013	85	39,566	42,235	2,669	...
TOTAL	80	838	84,825	101	838	89,124	106	5,17,518	5,30,983	13,465	...
GRAND TOTAL	251	18,032	54,34,214	301	18,429	56,21,140	305	3,33,87,260	3,40,48,172	6,60,912	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 13th May 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 24th May, 1894.*

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SUPPLEMENT TO

The Gazette of India.

No. 22.} SIMLA, SATURDAY, JUNE 2, 1894.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, May 26th, 1894.

General Summary.—The meteorology of the week has not differed materially from that of the previous week. The same abnormal conditions of steep barometric gradients, very strong winds, and excessive temperature, especially in Bihar, Chota Nagpur, West Bengal, and the North-Western Provinces, have continued throughout the week. The pressure changes from day to day have been small and irregular, and have left unchanged the general pressure distribution, which has been practically the same all through the week, with the exception of the 24th, when pressure was more uniform than it had been for some time past in the south and west of the Peninsula. The trough of low pressure, which during the previous week extended from the Punjab to Bihar and Chota Nagpur, has during the past week been confined chiefly to the submontane districts of the North-Western Provinces and North Bihar, where pressure has been greatest in defect. Winds, while not quite so strong in Sind, Cutch, Kathiawar, and the Deccan, increased very considerably in force at the Orissa and Bengal coast stations and in Bengal itself. On the 26th their mean velocity for the past twenty-four hours was 37 miles per hour at Saugor Island, 27 miles at False Point, and 34 miles at Gopalpore, while at Darjeeling strong northerly winds were reported with a mean velocity of 18 miles per hour. An important feature has been the prevalence of unusual northerly winds at the majority of the Upper India hill stations, which may be a result of the abnormally heavy snowfall of the past winter in the higher and interior ranges of the Punjab and Kashmir Himalayas, and which, if accompanied with unusually late snowfall, may prove to be of some considerable importance. A communication from the Kyelang Observatory in Lahoul states that a heavy fall of snow occurred from the 10th to the 16th May, which was of course much heavier on the neighbouring mountains. It is possible that this snowfall extended over a large area, but in the absence of further

information it is impossible to estimate its probable effects. The excess of temperature in West Bengal, Bihar, and Chota Nagpur noticed in the previous week's weather report has increased during the past week, and at several stations has exceeded 10° above the normal. The largest absolute excess was at Chaibassa, where it amounted to 12·6° on the 26th. Maximum day temperatures exceeding 112° were recorded during the week in this area at the stations of Chaibassa, Patna, and Gaya. Abnormally high temperatures were also registered at stations in the North-Western Provinces and the South-East Punjab. A noteworthy feature in the temperature distribution of the week was the large difference between stations in Assam and Bengal. For instance, the mean temperature on the 26th at Sibsagar was 9° in defect and at Silchar 8°, while at Dinajpur it was nearly 8° in excess and at Berhampore nearly 11°. Rain continued during the week in Burma, Assam, North and East Bengal, and in Southern India. On the 26th heavy rain was reported from Silchar (5·01 inches) and Gnatong (3·82 inches).

The mean temperature of the whole of India for the week was 1·1° in excess of the normal.

Daily Summary.—*Sunday.*—Pressure had given way briskly to rapidly in Northern India and slightly in the north of the Peninsula, thus increasing the gradients favouring westerly winds in Northern and Central India. Abnormal north-east winds were blowing at Darjeeling. Rain was reported from several stations. Akyab received 2·89 inches, Tavoy 2·06 inches, and Narayanganj, Dhubri, and Bangalore amounts exceeding one inch.

Monday.—Except in Assam, where pressure had increased briskly, the changes were small in amount and had effected no important alteration in the pressure distribution. Winds had strengthened at the head of the Bay and in South Bengal, and abnormal northerly winds were blowing at all the Upper India hill stations. The heaviest showers of rain reported were Silchar 1·53 inches and Chittagong 1·52 inches.

Tuesday.—Pressure had risen briskly in the Punjab and had changed by small amounts elsewhere. Light to moderate rain was reported from Burma, Assam, Bengal, the North-Western Provinces, the Punjab, and Southern India, the heaviest falls being Sibsagar 1·4 inches, Gnatong 1·2 inches, Rangoon 1·18 inches, Kindat 1·02 inches, and Thayetmyo 0·90 inch.

Wednesday.—The barometric changes were small and irregular, and the pressure distribution remained unchanged. Winds had increased in South Bengal and at the head of the Bay. The following were the heaviest showers of rain reported: Mymensingh, 2·24 inches; Chittagong, 1·86 inches; and Bassein, 1·01 inches.

Thursday.—Pressure continued to change by small and irregular amounts, and was very uniform over the south and west of the Peninsula. Winds had further increased in strength at the head of the Bay. Easterly winds prevailed in Bihar and strong northerly winds at the Upper India hill stations. Moderately heavy rain had fallen at many stations in Burma, Bengal, Southern India, and the Deccan. Moulmein, Akyab, Chittagong, and Bellary received amounts exceeding two inches, and Bassein, Diamond Island, Bhamo, Silchar, Gnatong, Barisal, Bogra, Bangalore, and Chitaldroog amounts over one inch.

Friday.—Pressure had given way all over India, with the exception of South Madras and Colombo, where it had risen slightly. The fall was greatest in North-Eastern India, where it ranged between ·05 inch and ·10 inch, thus emphasizing to some extent the abnormal features of the pressure distribution. Winds of more than double their normal strength continued in Bengal and northerly winds at all the Himalayan hill stations in North-Western India. Rain had fallen at stations in Burma, Bengal, and Southern India. Moulmein received 2·1 inches, Akyab 2 inches, Cochin 1·79 inches, Narayanganj 1·64 inches, Gnatong 1·38 inches, and Silchar 1 inch.

Saturday.—Pressure continued to give way over the whole of India, and was most in defect along the foot of the hills in Bihar and the North-Western Provinces. Very strong winds prevailed in South Bengal and along the Orissa Coast, and northerly winds continued at the Upper India hill stations and at

Darjeeling. Temperature had increased generally, and the excess in West Bengal, Chota Nagpur, and Bihar was over 10° at several stations. Heavy rain had fallen at Silchar (5·01 inches) and Gnatong (3·82 inches).

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	May 1894.							Mean variation of week.
	20th.	21st.	22nd.	23rd.	24th.	25th.	26th.	
	°	°	°	°	°	°	°	°
Burma	—1·1	—0·4	—0·9	—2·3	—3·6	—2·6	—1·0	—1·7
Bengal and Assam	+2·8	+2·9	+3·5	+2·7	+1·1	+2·2	+4·3	+2·8
North-Western Provinces and Oudh	+2·5	+3·5	+1·2	+2·5	+3·4	+4·6	+5·2	+3·3
Punjab	+2·9	+4·6	+1·4	+1·5	+2·6	+2·8	+3·6	+2·8
Bombay	0	—0·6	—0·5	+0·4	+0·6	+0·8	+1·0	+0·2
Central Provinces and Berar	—0·5	—0·1	+0·2	+0·8	+1·4	+2·8	+4·1	+1·2
Central India and Gujarat	—1·5	—1·1	—1·1	0	+0·8	+1·9	+2·3	+0·2
Sind and Rajputana	—1·1	—1·2	+0·2	+1·4	+1·8	+2·2	+2·4	+0·8
Madras	+0·1	+0·2	—0·3	+0·6	—1·2	+0·2	+1·7	+0·2
Mean for whole of India	+0·5	+0·9	+0·4	+0·8	+0·8	+1·7	+2·6	+1·1

In Burma temperature continued steadily in defect throughout the week. A change from westerly to southerly winds at the Madras coast stations has reduced the mean temperature of that province to nearly normal. In all other provinces temperature was higher than it was during the previous week, but Bombay, the Central Provinces, Central India, Sind, and Rajputana continue to show the smallest variations from the normal. Temperature in Chota Nagpur, Bihar, and West Bengal varied between 6° and 12° in excess of the normal; but the abnormally low temperatures registered in Assam and East Bengal during the week reduced the mean excess temperature for the whole province of Bengal and Assam to only 3·1°. Very high maximum temperatures were registered in the North-Western Provinces, especially towards the close of the week. On the 26th they ranged from 103·5° at Dehra Dun to 114° at Agra.

Rainfall.—Moderate to heavy rain has fallen during the week in Burma, Assam, and North and East Bengal. It was heaviest on the Khasia and Jaintia Hills and in Tenasserim. In other parts of India the rainfall has been very small in amount. There has been no rain during the week in Chota Nagpur, Bihar, and the eastern districts of the North-Western Provinces, which have also been the area of greatest excess of temperature. The largest average falls of the week have been those of Assam (Surma) 13·06 inches, Tenasserim 9·70 inches, Assam (Brahmaputra) 5·04 inches, and Lower Burma 4·73 inches. Rain has been received in excess of the normal for the week only in Tenasserim, Lower Burma, Assam, East Bengal, Mysore, the Bombay Deccan, Madras (Central), and Hyderabad (South).

For the rainfall period 4th March to 26th May the rainfall in most divisions is in defect. It is most in defect in Bihar, the North-Western Provinces, the Central Provinces, Gujarat, Kathiawar, Sind, Central India, and Rajputana. Owing to the heavy rainfall of the past week, the defect is now comparatively small in Assam. The excess is largest in Tenasserim, where the rainfall has exceeded the normal by 18·21 inches.

Large amounts have been received during the week at some of the rain gauge stations in Burma and Assam. Cherra in the Khasia and Jaintia Hills reports a fall during the week of 43·56 inches, which is nearly as large as its average rainfall for the whole month of May, and is equal to an average of over 6 inches a day. Other large amounts received during the week were: Lakkimpur (Dibrugarh, Assam) 13·54 inches, Pyapon (Lower Burma) 13·03 inches, Thaton (Tenasserim) 12·27 inches, Sylhet 11·19 inches, and Silchar 10·46 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending May 26th, 1894. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from March 4th to May 26th, 1894. Average actual rainfall of season to date.	Average normal rainfall, March 4th to May 26th, 1894.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	9·70	6·70	+ 3·00	36·96	18·75	+ 97
	Lower Burma	4·73	4·23	+ 0·50	10·91	10·83	+ 1
	Central Burma	2·39	3·00	— 0·61	11·23	7·46	+ 51
	Upper Burma	1·06	?	?	6·27	?	?
	Arakan	4·19	8·65	— 4·46	8·98	16·41	— 45
Bengal and Assam	Eastern Bengal	3·97	2·07	+ 1·90	14·49	14·55	0
	Assam (Surma)	13·06	4·24	+ 8·82	38·73	40·77	— 5
	Do. (Brahmaputra)	5·04	2·41	+ 2·63	18·99	20·78	— 9
	Deltaic Bengal	0·42	1·30	— 0·88	6·50	9·37	— 41
	Central Bengal	0·74	1·21	— 0·47	5·22	6·41	— 19
	North Bengal	1·87	3·15	— 1·28	14·65	13·28	+ 10
	Orissa	0·35	0·99	— 0·64	2·33	5·29	— 56
	Chota Nagpur	0	0·77	— 0·77	1·93	3·66	— 47
	Bihar (South)	0	0·52	— 0·52	0·41	1·86	— 78
	Do. (North)	0	0·62	— 0·62	1·32	3·43	— 62
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·07	— 0·07	0·19	0·75	— 75
	Do. (Submontane) (*a*)	0	0·20	— 0·20	0·11	1·41	— 92
	Oudh (South)	0	0·12	— 0·12	0·22	0·92	— 76
	Do. (North)	0	0·20	— 0·20	0·26	1·38	— 81
	North-Western Provinces (Central).	0	0·08	— 0·08	0·19	0·72	— 74
	North-Western Provinces (West).	0·07	0·11	— 0·04	0·34	0·88	— 61
	North-Western Provinces (Submontane) (*b*)	0	0·27	— 0·27	1·06	2·61	— 59
Punjab	Punjab (South)	0·06	0·19	— 0·13	0·24	1·19	— 80
	Do. (Central)	0·05	0·13	— 0·08	0·51	1·20	— 58
	Do. (Submontane)	0·01	0·12	— 0·11	1·33	2·10	— 38
	Do. (Hill Districts)	0·41	0·80	— 0·39	6·54	6·94	— 6
	Do. (North-West)	0·05	0·30	— 0·25	4·19	4·04	+ 4
	Do. (West)	0·02	0·15	— 0·13	1·47	1·49	— 1
Bombay and Malabar Coast Districts (Madras).	Malabar	0·65	3·45	— 2·80	9·61	10·52	— 9
	Madras (South Central)	0·55	1·34	— 0·79	7·35	6·93	+ 6
	Coorg	1·02	1·30	— 0·28	7·71	7·97	— 3
	Mysore	1·25	0·98	+ 0·27	6·13	4·40	+ 39
	Konkan	0·02	0·58	— 0·56	0·66	1·12	— 41
	Bombay Deccan	0·90	0·51	+ 0·39	3·36	2·11	+ 59
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·08	0·40	— 0·32	0·62	0·86	— 28
Central Provinces and Berar.	Berar	0·03	0·64	— 0·61	0·76	1·36	— 44
	Central Provinces (West)	0·04	0·11	— 0·07	0·72	0·76	— 5
	Ditto (Central)	0·04	0·14	— 0·10	0·43	1·16	— 63
	Ditto (East)	0·04	0·23	— 0·19	0·19	1·90	— 90
Bombay (North)	Gujarat	0	0·08	— 0·08	0·04	0·17	— 77
	Kathiawar	0·07	0·08	— 0·01	0·11	0·34	— 68
	Sind	0	0·01	— 0·01	0·05	0·41	— 88
Rajputana and Central India.	Central India (East)	0	0·40	— 0·40	0·07	0·86	— 92
	Rajputana (East), Central India (West).	0·07	0·28	— 0·21	0·15	0·86	— 83
	Rajputana (West)	0	0·17	— 0·17	0	0·70	— 100
Madras	East Coast (North)	0·14	0·57	— 0·43	2·48	3·01	— 18
	Ditto (ditto) (*a*)	0·55	0·73	— 0·18	5·65	4·03	+ 40
	Hyderabad (South)	0·78	0·58	+ 0·20	1·36	2·47	— 45
	Madras (Central)	1·03	0·48	+ 0·55	2·42	2·25	+ 8
	East Coast (Central)	0·26	0·35	— 0·09	1·55	2·00	— 23
	Ditto (South)	0·24	0·91	— 0·67	3·51	3·78	— 7
	Madras (South)	0·44	0·55	— 0·11	5·86	4·73	+ 24

Simla, *31st May 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 26th May.*—Showers in all districts; good rain in the Deccan, Central, Malabar, Nilgiris, and parts of the Southern districts. Ploughing and sowing in places. Standing crops good. Harvest proceeding in parts; outturn average. Pasturage diminishing, but fodder sufficient and condition of cattle good. Prices practically stationary at high level.

Bombay.—*For week ending 30th May.*—Rain in parts of eleven districts. Preparation of lands for next season general. Sowing progressing in parts of five districts. Agricultural stock poor in part of one district. Fodder insufficient in parts of three and water in parts of two districts. Prices steady, except in one district. Numbers on relief works: Baroda, 910.

Bengal.—*For week ending 26th May.*—There was rain almost daily in East and North Bengal during the week; elsewhere practically no rain fell, and the weather was abnormally hot and dry. Agricultural prospects in East and North Bengal continue favourable, but in other parts of the province cultivation is backward. Sugarcane and other standing crops require rain, except in parts of Behar, where irrigation is available. Cattle are in good condition, and the supply of fodder and water is generally sufficient. Prices continue high in the Eastern districts; elsewhere they are normal. Distress is said to be felt in parts of the Brahmanbaria sub-division of the Tipperah district, where on account of the deficient crops of last year the food-stocks are reported to be low.

North-Western Provinces and Oudh.—*For week ending 30th May.*—A slight fall of rain reported from Jhansi. Weather getting hotter. Threshing and winnowing finished in places. Irrigation of summer crops continues. Markets well supplied, and fodder and water ample. Prices generally steady.

Punjab.—*For week ending 30th May.*—Rain has fallen in parts of seven districts. Threshing of spring crops going on; the outturn is not so good as was expected. Cotton being sown. The extra spring crops are said to be in good condition. Cattle are generally in good condition, and fodder is sufficient throughout the province. Prices falling in four districts; stationary elsewhere.

Central Provinces.—*For week ending 30th May.*—Weather continues exceedingly hot. Duststorms have given slight rain in parts of the Nagpur district. Prospects generally unchanged. The Saugor returns show a small decrease in the attendance on relief works, the average having fallen from 2,395 to 2,036, including municipal works at Khurai. In Damoh the average attendance has risen from 1,615 to 1,969. Saugor is importing grain at the rate of about 35,000 maunds weekly and Damoh at about 10,000 maunds. Prices have fallen considerably at Saugor, where wheat is selling at 14 seers against 12 seers last week, and gram at 19 seers against 18. In Damoh prices have risen slightly, and wheat stands at 12½, gram at 18½, and rice at 10⅛ seers. In the neighbouring districts prices are stationary, wheat selling at 15 seers in Jabalpur, 13 seers in Narsinghpur, and 16 seers in Hoshangabad, and gram at 23, 24 and 23 seers respectively. Scarcity of water in parts of Raipur and at Khandwa.

Burma.—*For week ending 26th May.*—Rainfall steady and general. In Lower Burma ploughing for the main paddy crop has commenced in two districts. In Upper Burma reaping of dry-weather paddy and sowing of early wet-weather paddy progressing favourably. Sowing of *jowar* (*Sorghum vulgare*), cotton, and sesamum in progress. Standing crops look healthy. Fodder and water-supply sufficient. Prices continue low, except in two districts.

Assam.—*For week ending 29th May.*—Heavy rain in the Surma valley; moderate elsewhere. Sowing of late rice seedlings and ploughing for late rice continue. Tea backward in Darrang. Condition of cattle fair and fodder and water sufficient.

Mysore and Coorg.—*For week ending 30th May.*—MYSORE: Good rain in parts of Bangalore; slight elsewhere. Rice harvested in parts. Prices fallen in the Bangalore district.

COORG: Rainfall good. Ploughing for rice and sowing of *ragi* (*Eleusine coracana*) continue. Prospects of coffee and cardamom fair. Fodder and water for cattle sufficient. Prices continue normal.

Berar and Hyderabad.—*For week ending 30th May.*—BERAR: Rainfall moderate. Days very warm, but nights fairly cool. Land being prepared for autumn sowings. Scarcity of fodder prevails in parts of the Akola and Ellichpur districts, and the water-supply is reported insufficient in the Melghat taluka. Prices fluctuating in two districts; otherwise steady.

HYDERABAD: Rainfall moderate. Reaping of hot-weather crops continues. Standing crops in good condition. Prices steady.

Central India.—*For week ending 30th May.*—No rain during the week. The failure of the wheat crops in Bhopal and parts of Gwalior does not cause anxiety. Arrangements have been made to render assistance to the inhabitants of those districts should relief be required. The wheat crops in parts of Bundelkhand have also failed to some extent, but at present no distress is felt there. In other Agencies the crops have been fairly good. The condition of agricultural stock in Bhopal appears to have improved, but continues indifferent in parts of Gwalior. Pasturage good and sufficient in all parts. Prices of food-grains in parts of Gwalior are above ordinary rates, and remain at high rates in other Agencies.

Rajputana.—*For week ending 30th May.*—Rainfall good in Ulwar; slight in Tonk, Deoli, Ajmere, Karauli, and Bhartpur. Agricultural operations satisfactory. Harvests good generally, except in Ulwar, where a 12-anna crop in wheat and 13-anna in gram and barley is expected. Cattle in good condition, except in parts of Todgurh and Ulwar. Pasturage or fodder failing in Dholpur and scarce in Karauli. Prices fluctuating in three States, rising or risen in four others, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 29th May.*—Slight rain on 24th. Weather fine. Spring crops in good condition. Reaping of rapeseed commenced in some places. Rice sowings still in progress. Prices stationary.

JAMMU PROVINCE.—*For week ending 29th May.*—No rain. Prices rising.

Nepal.—*For week ending 26th May.*—Weather seasonable. Crops backward and want rain.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 2489 / 31

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Museums and Exhibitions),—dated Simla, the 29th May 1894.

RESOLUTION.

Read the following list of awards for India made at the Chicago Exhibition of 1893:

LIST OF AWARDS FOR INDIA.

DEPARTMENT A.—AGRICULTURE.

Group 1.—Cereals, Grasses, and Forage Plants.

Thakore Sahib Sir Jaswatsinghji Limri—Sesamum seed, mustard seed, and castor seed.

Group 4.—Potatoes, Tubers, and other Root Crops.

Thakore Sahib Sir Jaswatsinghji Limri—Peanuts.

Group 8.—Tea, Coffee, Spices, Hops, and Aromatic and Vegetable Substances.

State of Mysore—Coffee.
Harry & Co., Calcutta—Spices and sauces.
Matelli Company, Dooars—Tea.
Jalpaigoorie Company, Dooars—Tea.
Kyel Estate, Darjeeling—Tea.
Good Hope Company, Dooars—Tea.
Gurjung-Jhora Company, Dooars—Tea.
Northern Bengal Company, Dooars—Tea.
Nedeem Company, Dooars—Tea.
Ellenbarrie Estate, Dooars—Tea.
Ting Ling Company, Darjeeling—Tea.
Scottpore Company, Cachar—Tea.
Teesta Valley Company, Darjeeling—Tea.
Soom Company, Darjeeling—Tea.
Singbulli and Murmah Company, Darjeeling—Tea.
Pandam Estate, Darjeeling—Tea.
Oak's Estate, Darjeeling—Tea.
Mim Company, Darjeeling—Tea.
Long View Company, Darjeeling—Tea.
Happy Valley Estate, Darjeeling—Tea.
Gyabarree Company, Darjeeling—Tea.
Darjeeling Company, Darjeeling—Tea.
Western Cachar Company, Cachar—Tea.
Selim Company, Terai—Tea.
Second Falodhi Company, Terai—Tea.
Belgachi Company, Terai—Tea.
Pathemara Estate, Cachar—Tea.
Amgoorie Estate, Assam—Tea.
Bibnath Company, Assam—Tea.
Shakomato Company, Assam—Tea.
Tarrapore Company, Cachar—Tea.
Solabari and Malijan Estate, Assam—Tea.
Pathecherra Estate, Cachar—Tea.
Alyne Estate, Cachar—Tea.
Bengal Company, Cachar—Tea.
Tezpore and Gogra Company, Assam—Tea.
Tambulbaree Estate, Assam—Tea.
East India Company, Cachar—Tea.
Puttareah Company, Cachar—Tea.
Borelli Company, Assam—Tea.
Hathibarrie Estate, Assam—Tea.
North-Western Cachar Company, Cachar—Tea.
Larsingah Estate, Cachar—Tea.
Bicrampore Estate, Cachar—Tea.
Dooloogram Estate, Cachar—Tea.
Indian Company, Cachar—Tea.
Ohat Estate, Assam—Tea.
Moabund Company, Assam—Tea.
Scottish Assam Company, Assam—Tea.
Medla Estate, Assam—Tea.
Greenwood Company, Assam—Tea.
North Sylhet Company, Sylhet—Tea.
South Sylhet Company, Sylhet—Tea.
Kousaine Company, Kumaon—Tea.
Kewacheira Estate, Sylhet—Tea.
Lydiacherre Estate—Tea.

Group 9.—Animal and Vegetable Fibres.

Thakore Sahib Sir Jaswatsinghji Limri—Cotton.
Inspector-General of Forests, Calcutta—Collective exhibit of textile fibres of India.

Group 12.—Malt Liquors.

Murree Brewery Company, Rawal Pindi—Bottled stout.

Group 17.—Miscellaneous Animal Products—Fertilizers and Fertilizing Compounds.

Comp. Pastoril Industrial Sul. Company, Peletar—Calcined bones.

Group 18.—Fats, Oils, Soaps, Candles, &c.

Inspector-General of Forests, Calcutta—Collection of oil seeds.
Conservator of Forests, Dehra Dun—Collection of oils.

Group 19.—Forestry, Forest Products.

Indian Government, Simla—Forest maps; wood-carving or ornamental wood of Burma; padouk timber from Andaman Islands.
Conservator of Forests, Simla.—Assam resins and oils; minor forest products of North-Western Provinces of India; Assam timbers and teak and satin woods: Bombay—Bombay timbers; oils and resins, raw and manufactured: Madras—Timbers and sandalwood; dye and tanning woods; oil-yielding plants and resins.
Inspector-General of Forests, Simla—Wood-carving on ornamental woods.
Bombay Burma Trading Company, London—Timbers and planks of teak wood.

DEPARTMENT E.—MINES AND MINING.

Group 46.—Graphite and its Products; Clays and other Fictile Materials and their Direct Products; Asbestos, &c.

Nathu Rain, Agra—Marble mosaics.
Khurj Beharilal, Agra—Marble mosaics.
Moolchund Kasiram, Surat—Carved sandalwood; mosaics.

DEPARTMENT G.—TRANSPORTATION.

Group 85.—Vessels, Boats—Marine, Lake, and River Transportation.

S. J. Tellery & Co., Calcutta—Models of various water crafts.

DEPARTMENT H.—MANUFACTURES.

Group 87.—Chemical and Pharmaceutical Products—Druggists' Supplies.

Dr. D. N. Banerjee, Calcutta—Preparations from Indian indigenous herbs.

Group 90.—Furniture of Interiors, Upholstery, and Artistic Decoration.

Ardeshir and Byramji, Bombay—Ivory, ebony, and white metal inlaid in sandalwood table, cabinet, and writing desk.
F. P. Bhumgara & Co., Madras—Carved teakwood furniture.
Lockwood de Forest, Ahmedabad—Carved teakwood furniture and teakwood interior.
H. H. the Maharaja Gaekwar of Baroda—Furniture.

Group 91.—Ceramics and Mosaics.

F. P. Bhumgara & Co., Madras—Terra-cotta figures.

Group 93.—Art Metal Works—Enamels, &c.

Ardeshir and Byramji, Bombay—Brass engraved and enamelled work; silver inlaid with copper and brass from Tanjore; Cashmere and Benares copper and brass, hand chased.
F. P. Bhumgara & Co., Madras—Silver inlaid in steel; silver inlaid in copper; Jeypore brass, hand carved; Benares brass, hand carved; Cashmere enamelled work; Cashmere carved copper.
Sultan Mahomed, Cashmere—Enamel on silver.
Abdullah Khan, Cashmere—Enamel on copper; copper repoussé engraved.
Mahomed Bux, Cashmere—Enamel on copper; copper repoussé engraved.
Bawal Mistry, Jeypore—Brass repoussé.
Durga Kishur, Poona—Brass repoussé.
Cheta Ram Lakwichuna, Poona—Brass repoussé.
Gopichund, Jeypore—Brass repoussé engraved.
Gulabchund, Jeypore—Brass repoussé engraved.
Burgu Kighun, Benares—Brass repoussé engraved.
Bisseswar Prashad and Sactal Prashad, Benares—Brass repoussé engraved.

Group 96.—Carvings in Various Materials.

Ardeshir and Byramji, Bombay—Tortoise shell and buffalo; boxes set in ivory; Bombay blackwood carving; teakwood; sandalwood; carved furniture of all descriptions; screens, tables, and desks; ivory carvings; bulls' horn ornaments; card trays.
F. P. Bhumgara & Co., Madras—Carved ivory sticks; teakwood screen; rosewood table inlaid with pearls; sandalwood boxes inlaid with ivory.
H. H. the Maharaja of Mysore—Carved sandalwood.
H. H. the Maharaja Gaekwar of Baroda—Wood-carving.
Framjee Jewanjee, Surat—Carved sandalwood.
Moolchund Kasiram, Surat—Carved sandalwood.
Vencata Swami, Vizagapatam—Sandalwood, ivory, and horn decorated ware.
Kundum Dutt, Vizagapatam—Sandalwood, ivory, and horn decorated ware.

Abdullah, Nagina—Carved ebony wood.
S. J. Tellery & Co., Delhi—Sundry wood-carving.
H. H. Chuckoo Bhud, Baroda, Ahmedabad—Wood-carving.

Group 97.—Gold and Silver Ware, Plate, &c.

Ardeshir and Byramji, Bombay—Madras and Cutch silverware, hand chased.
F. P. Bhumgara & Co., Madras—Chased silverware; vessels of all descriptions.
H. H. the Rao of Cutch—Silver articles.
S. J. Tellery & Co., Delhi—Silver articles.
Varna & Co., Lucknow—Silver articles.
Raojee Mull, Lucknow—Silver articles.
Oomerjee Mowjee, Poona—Silver articles.
Shoer, Marain & Co., Cashmere—Silver articles.
Telb Novandas Naraindass, Bombay—Silver articles.
Sultan Mahomed, Cashmere—
Khasiram, Pandia & Co., Tanjore—Incrusted metal on ware; enamel on brass.
Sroom Pether, Tanjore—Incrusted metal ware.
H. H. the Nizam of Hyderabad, Hyderabad—Incrusted metal on silver and steel.
Azizuddin, Moradabad—Enamel on brass.
Sohon Lall & Co., Moradabad—Enamel on brass.
Chiranjee Lal Kannah & Co.—Enamel on brass.
H. H. the Maharaja Gaekwar of Baroda—Ivory carvings and ornaments for the person.

Group 100.—Silk and Silk Fabrics.

Gungaram Kallanchund, Surat—Brocades (kinkobs); manufactured silk.
H. H. the Nizam of Hyderabad—Brocades (kinkobs); manufactured silk.
S. J. Tellery & Co., Delhi—Manufactured silk.
State of Mysore, Mysore—Silk.

Group 102.—Yarns and Woven Goods of Cotton, Linen, and other Vegetable Fibres.

Ardeshir and Byramji, Bombay—Curtains.
F. P. Bhumgara & Co., Madras—Hand-painted curtains.
S. J. Tellery & Co., Delhi—Cotton rugs.
Rahim Khan, Etawah—Cotton rugs.
Orphanage, Fatehgarh—Cotton rugs.
Gannu Mull, Farukhabad—Cotton prints.
Chelaram Gayanchand, Madras—Cotton prints.
Choti Lall, Delhi—Cotton prints.
Shumboonath Rugnathdass, Amritsar—Cotton prints.
Morarilall and Pearylall, Meerut—Cotton prints.

Group 103.—Woven and Felted Goods of Wool and Mixtures of Wool.

F. P. Bhumgara & Co., Madras—Carpets and rugs.
S. J. Tellery & Co., Delhi—Woollen pile carpets.
H. H. the Nizam of Hyderabad, Hyderabad—Woollen pile carpets.
H. H. the Maharaja of Mysore, Mysore—Woollen pile carpets; woollen stuffs, plain.
Shumboonath Rugnathdass, Amritsar—Woollen pile carpets; woollen stuffs, plain.
Beniprasad, Mirzapore—Woollen pile carpets.
Harvey and Allen Mitchell, Cashmere—Woollen pile carpets.
Kirparam Kummal, Lahore—Woollen stuffs, plain.

Group 104.—Clothing and Costumes.

Indian Women's Work—Scarf; Assamese dress; handkerchief; Parsee boy's dress, purple satin; Muhammadan dress, green satin; Muhammadan dress, muslin; bodice; bhourks.

Group 106.—Laces, Embroideries, Trimmings, Artificial Flowers, Fans, &c.

Ardeshir and Byramji, Bombay—Hand-painted wood fans.
F. P. Bhumgara & Co., Madras—Madras embroidery on plush, satin, and cloth.
Kirparam Kumumal, Lahore—Embroidered woollen stuffs.
Shumboonath Rugnathdass, Amritsar—Embroidered woollen stuffs; embroidery on cotton stuffs.
H. H. the Nizam of Hyderabad—Embroidered woollen stuffs.
S. J. Tellery & Co., Delhi—Cashmere shawls; embroidery on cotton stuffs; embroideries.
H. H. the Maharaja of Jodhpore—Embroidery on cotton stuffs.
H. H. the Maharaja of Kapurthala—Embroidery on cotton stuffs.
Daday Khan, Meares—Silk embroideries.
Nagervil Mission, Nagervill—Silver and gold lace.
Canochi Lall & Son, Agra—Silver and gold embroidery.
Indian Women's Work—Yellow silk embroidered square; Indian silk embroidered specimens; Benares silver embroidered scarf.

Group 120.—Plumbing and Sanitary Materials.

H. H. the Mahraja of Mysore—Wood inlaid with ivory.

Mayadas, Moshcarpur—Wood inlaid with ivory.
H. H. the Maharaja of Patiala—Wood inlaid with ivory.
S. J. Tellery & Co., Delhi—Wood inlaid with brass.

Group 121.—Miscellaneous Articles of Manufacture not heretofore classed.

Ardeshir and Byramji, Bombay—Brass wire inlaid in rosewood.
Dass & Co., Calcutta—Brass lock.
Indian Women's Work, Nampur—Infant's quilt.

DEPARTMENT L.—LIBERAL ARTS.

Group 151.—Instruments of precision, Experiment, Research, and Photography. Photographs.

Bourne & Shepherd, Calcutta, India—Photographs, carbon enlargements.

Group 152.—Civil Engineering—Public Works, Constructive Architecture.

Lala Deen Dayal, Secunderabad—Photographs of carving and architecture.
H. H. the Maharaja Gaekwar of Baroda—Architecture and decoration.

Group 155.—Institutions and Organizations for the Increase and Diffusion of Knowledge.

Ravi Varmah, Trivandrum, Travancore—Paintings in oil.

Group 157.—Religious Organizations and Systems—Statistics and Publications.

H. H. the Maharaja Gaekwar of Baroda—Figures and carved representations of Hindu Deities.

DEPARTMENT M.—ETHNOLOGY.

H. C. Thompson—Budhistic sculptures from India.
H. H. the Maharaja Gaekwar of Baroda—Portfolio of architectural details; ethnological objects from Baroda.
Pranjewundas Lalubhai and Harkisundas & Co.—Embroideries executed by Goldsmith Caste of India.
Lala Deen Dayal (Secunderabad, Deccan)—Photographs of archæological remains (India).
Chakubhai Bhuderdas—Carving on wood.
Lala Sunde Lal—Indian manuscripts.
P. Vencatachellum—Alimentary products (native).
Hormusji Muncherji—Indian condiments.
Framjee Nowrojee—Alimentary products used by the people of India.
Damoder Ratansey—Alimentary products (native).
Sormath Bhuderdas—Carving in wood and ivory.
Thakore Saheb of Limri—Alimentary products (native).
Bodraj & Co.—Hog spears.
S. J. Tellery & Co.—Antique Indian coins.

ORDER.—Ordered, that the list be published in the Supplement to the Government of India Gazette for information.

[True Extract.]

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 20TH MAY 1893, AND FROM 1ST JANUARY TO 19TH MAY 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 20th May 1893.			Week ending 19th May 1894.			Earnings from 1st January to 20th May 1893.	Earnings from 1st January to 19th May 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
State lines worked by companies.											
Standard gauge—											
East Indian	619	1,634	10,88,000	666	1,683	10,98,182	653	2,08,49,362	2,27,03,004	18,53,642	...
Bengal-Nágpur	180	863	1,46,773	170	862	1,64,305	191	32,97,375	35,11,602	2,14,227	...
Indian Midland	145	752	1,10,866	147	752	1,28,214	170	23,28,512	25,01,318	1,72,806	...
Bezwada Extension	90	21	1,816	86	21	1,403	67	41,274	35,793	...	5,481
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,74,427	338	1,719	6,48,130	377	1,03,14,656	1,12,11,974	8,97,318	...
South Indian	157	1,043	1,55,656	149	1,042	1,63,357	157	31,72,170	28,02,528	...	3,69,642
Southern Mahratta (*b*)	109	1,156	1,37,696	119	1,164	1,54,749	133	23,99,826	26,00,371	2,00,545	...
Bengal and North-Western (*c*)	162	756	1,34,567	178	756	1,40,070	185	25,08,289	24,51,246	...	57,043
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	15,354	69	231	19,629	85	3,21,630	4,12,576	90,946	...
Pálanpur-Deesa	...	...	...	...	17	610	36	...	16,115	16,115	...
TOTAL	272	8,147	23,65,155	290	8,247	25,18,649	305	4,52,33,094	4,82,46,527	30,13,433	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,46,699	218	2,507	6,02,788	240	1,14,17,015	1,27,49,699	13,31,784	...
Oudh and Rohilkhand (state)	272	692	2,03,795	295	741	2,24,570	303	38,56,137	42,47,527	3,91,390	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,67,512	216	813	1,93,740	238	39,13,998	46,12,004	6,98,006	...
Bengal Central (*e*)	120	125	13,822	111	125	14,530	116	3,07,510	3,08,108	598	...
East Coast (state)	55	91	4,526	50	266	31,716	119	(*f*)70,587	4,73,000	4,02,413	...
Metre gauge—											
Burma (state)	274	728	1,36,352	187	730	1,17,864	161	35,04,060	30,59,313	...	4,44,753
Special gauges—											
Jorhát (state provincial)	46	25	1,666	64	25	927	37	21,752	22,122	370	...
Cherra-Companyganj (state provincial)	58	8	463	58	8	514	64	10,011	9,460	...	551
TOTAL	231	4,955	10,74,775	217	5,215	11,86,649	228	2,31,01,976	2,54,81,233	23,79,257	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,400	9,92,146	666	1,490	8,40,828	570	1,90,25,969	1,87,44,597	...	2,81,022
Bombay, Baroda and Central India	765	461	4,30,182	953	461	4,42,000	959	71,88,352	73,26,790	1,38,438	...
Madras	242	840	1,88,485	224	840	1,85,864	221	40,43,099	38,67,359	...	1,75,640
TOTAL	525	2,791	16,19,813	580	2,791	14,77,692	529	3,02,57,970	2,99,38,746	...	3,18,884
TOTAL (GUARANTEED AND STATE)	304	15,893	50,59,743	318	16,253	51,82,990	319	9,85,93,040	10,36,67,506	50,74,466	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	25,371	158	161	23,352	145	4,72,374	5,66,878	94,504	...
Tarkessur	277	22	5,177	235	22	5,830	265	1,31,938	1,40,716	8,778	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	8,510	127	67	9,438	141	1,51,303	1,87,502	36,199	...
Dibru-Sadiya	126	78	11,540	148	78	9,602	123	1,98,546	2,09,777	11,231	...
TOTAL	142	328	50,598	154	328	48,222	147	9,54,161	11,04,873	1,50,712	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	43,196	130	333	66,171	199	11,87,111	12,10,897	23,786	...
The Gaekwar's Petlád	103	13	1,369	105	13	1,810	139	28,047	27,329	...	718
Rájpura-Bhátinda	124	108	11,586	107	108	19,999	185	2,67,104	3,11,146	44,042	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	31,671	96	362	36,314	100	6,74,204	6,13,167	...	61,037
The Gaekwar's Mehsána	80	93	7,873	85	93	8,060	87	1,50,633	1,82,303	25,664	...
Kolhápur	83	29	2,030	91	29	2,320	80	47,974	55,207	7,233	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	6,795	94	72	6,530	91	1,23,445	1,14,274	...	9,171
TOTAL	125	979	1,05,120	107	1,010	1,41,204	140	24,84,524	25,14,323	29,799	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	64,619	193	334	48,933	147	9,08,673	9,19,504	...	79,169
Jetalsar-Rájkot	24	46	2,753	60	46	3,568	78	(*i*) 16,726	63,499	46,773	...
Jodhpur-Bickaneer	53	364	16,320	45	364	27,400	75	3,60,993	5,34,343	1,73,350	...
Special gauge—											
Morvi	70	94	7,959	75	94	8,142	87	1,26,507	1,35,754	9,247	...
TOTAL	93	838	90,751	108	838	88,043	105	15,02,899	16,53,100	1,50,201	...
GRAND TOTAL	282	18,038	53,06,212	294	18,429	54,60,459	296	10,35,34,624	10,89,39,802	54,05,178	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 20th May 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 31st May, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. VII OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1893-94.	Week ending 20th May 1893.			Week ending 19th May 1894.			Earnings from 1st April to 20th May 1893.	Earnings from 1st April to 19th May 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
State lines worked by companies.											
Standard gauge—											
East Indian	602	1,634	10,88,000	666	1,683	10,98,182	653	76,88,025	81,54,531	4,66,506	...
Bengal-Nágpur	149	863	1,46,773	170	862	1,64,305	191	12,18,414	11,56,068	...	62,346
Indian Midland	132	752	1,10,866	147	752	1,28,214	170	8,85,063	9,48,176	63,113	...
Bezwada Extension	95	21	1,816	86	21	1,403	67	12,053	10,906	...	1,147
Metre gauge—											
Rajputana-Malwa (*a*)	261	1,699	5,74,427	338	1,719	6,48,130	377	38,63,431	43,57,555	4,94,124	...
South Indian	144	1,043	1,55,656	149	1,042	1,63,357	157	11,60,807	10,60,559	...	1,00,248
Southern Mahratta (*b*)	100	1,156	1,37,696	119	1,164	1,54,749	133	9,58,253	10,54,690	96,437	...
Bengal and North-Western (*c*)	132	756	1,34,567	178	756	1,40,070	185	9,51,537	9,99,947	48,410	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	15,354	69	231	19,629	85	1,12,042	1,50,615	38,573	...
Pálanpur-Deesa	41	...	...	...	17	610	36	...	5,975	5,975	...
TOTAL	250	8,147	23,65,155	290	8,247	25,18,649	305	1,68,49,625	1,78,99,022	10,49,397	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	232	2,509	5,46,699	218	2,507	6,02,788	240	39,62,233	45,03,617	5,41,364	...
Oudh and Rohilkhand (state)	242	692	2,03,795	295	741	2,24,570	303	14,90,640	16,27,332	1,36,692	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	777	1,67,512	216	813	1,93,740	238	13,12,088	14,21,291	1,09,203	...
Bengal Central (*e*)	120	125	13,822	111	125	14,530	116	1,04,290	1,07,271	2,981	...
East Coast (state)	66	91	4,526	50	266	31,716	119	(*f*)42,979	2,02,067	1,59,088	...
Metre gauge—											
Burma (state)	171	728	1,36,352	187	730	1,17,864	161	10,18,404	11,283	...	1,77,121
Special gauges—											
Jorhát (state provincial)	49	25	1,666	64	25	927	37	8,478	7,730	...	748
Cherra-Companyganj (state provincial)	54	8	463	58	8	514	64	3,621	3,489	...	132
TOTAL	225	4,955	10,74,775	217	5,215	11,86,649	228	79,42,753	87,14,080	7,71,327	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	310	1,490	9,92,146	666	1,490	8,49,828	570	74,59,850	64,93,274	...	9,66,576
Bombay, Baroda and Central India	638	461	4,30,182	953	461	4,42,000	959	31,25,580	30,74,792	...	50,788
Madras	238	840	1,88,485	224	840	1,85,864	221	13,93,748	13,39,734	...	54,014
TOTAL	449	2,791	16,19,813	580	2,791	14,77,692	529	1,19,81,178	1,09,07,800	...	10,73,378
TOTAL (GUARANTEED AND STATE)	277	15,893	50,59,743	318	16,253	51,82,990	319	3,67,73,556	3,75,20,902	7,47,346	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	150	161	25,371	158	161	23,352	145	1,91,415	2,45,377	53,962	...
Tarkessur	253	22	5,177	235	22	5,830	265	53,865	56,167	2,302	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	136	67	8,510	127	67	9,438	141	76,983	65,397	...	11,586
Dibru-Sadiya	130	78	11,540	148	78	9,602	123	75,796	72,277	...	3,519
TOTAL	149	328	50,598	154	328	48,222	147	3,98,059	4,39,218	41,159	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	43,196	130	333	66,171	199	4,35,466	4,78,498	43,032	...
The Gaekwar's Petlád	92	13	1,369	105	13	1,810	139	10,049	10,807	758	...
Rájpura-Bhátinda	129	108	11,586	107	108	19,999	185	1,08,079	1,14,162	6,083	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	95	331	31,671	96	362	36,314	100	2,30,428	2,21,862	...	8,566
The Gaekwar's Mehsána	75	93	7,873	85	93	8,060	87	62,547	62,724	177	...
Kolhápur	77	29	2,030	91	29	2,320	80	16,180	24,688	8,508	...
Special gauge—											
The Gaekwar's Dabhoi	67	72	6,795	94	72	6,530	91	50,839	41,551	...	9,288
TOTAL	115	979	1,05,120	107	1,010	1,41,204	140	9,13,588	9,54,292	40,704	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	64,619	193	334	48,933	147	4,23,171	3,65,189	...	57,982
Jetalsar-Rájkot	60	46	2,753	60	46	3,568	78	(*i*) 16,726	24,950	8,224	...
Jodhpur-Bickaneer	54	364	16,320	45	364	27,400	75	1,21,747	1,78,510	56,763	...
Special gauge—											
Morvi	67	94	7,959	75	94	8,142	87	46,625	50,335	3,710	...
TOTAL	81	838	90,751	108	838	88,043	105	6,08,269	6,18,984	10,715	...
GRAND TOTAL	257	18,038	53,06,212	294	18,429	54,60,459	296	3,86,93,472	3,95,33,396	8,39,924	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.
(*f*) The earnings of the Bezwada-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 20th May 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 31st May, 1894.*

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

SUPPLEMENT TO

The Gazette of India.

No. 23.} CALCUTTA, SATURDAY, JUNE 9, 1894.

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 APRIL 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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	...	...	...	...	12 9	12 9	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	13 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 0	18 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	...	†	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 1	11 3	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	14 6	14 6	16 15	16 15	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	12 12	12 12	13 13	13 13	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	11 5	14 2
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	14 15	13 9	14 15	13 9	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	14 5	14 5	18 15	18 15	...	...	...	...	...	...	...	...	13 3	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	16 2	16 2	18 9	18 9	...	...	...	...	...	...	...	...	13 10	12 6	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	14 14	14 14	...	...	14 0	12 12	14 8	17 4	...	...	...	...	...	...	...	...	16 0	21 5	...	...	8 10	8 10	245 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	15 3	15 7	...	...	13 3	13 3	13 3	13 13	26 1	26 1	...	...	...	...	...	...	14 12	13 7	26 15	26 15	10 10	10 9	83 0	83 0	15 2	15 2
Bamo	...	...	...	...	7 2	7 10	8 6	9 6	...	...	...	...	...	...	...	...	9 5	10 0	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	10 10	10 10	12 8	13 0	36 0	36 0	...	...	...	...	...	...	19 8	20 0	...	...	5 9	5 9	113 0	113 0	12 10	11 15
Meiktila	...	...	...	...	16 1	15 0	17 3	16 0	...	...	...	...	...	...	...	...	21 15	18 5	51 4	51 5	5 13	5 13	361 13	222 10	10 2	10 11
Arakan—																										
Sandoway	...	...	...	...	13 8	16 0	17 4	19 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyaukpyu	...	...	...	...	16 2	16 3	17 2	18 4	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	21 0	24 0
Akyab	...	...	...	...	12 8	12 8	15 8	15 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	200 0	200 0	13 0	13 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 12	8 12	9 10	10 1	...	...	...	...	...	...	...	...	14 8	16 0	...	...	...	...	...	...	9 8	9 9
Cachar	7 4	7 0	...	...	7 0	6 14	10 0	9 9	...	...	...	...	...	...	...	...	11 0	12 1	...	...	...	...	80 0	80 0	8 8	8 0
Khási and Jaintia Hills	6 4	6 4	...	...	4 4	4 4	5 8	5 8	...	...	...	...	...	...	...	...	8 4	8 4	11 0	11 0	...	...	70 0	80 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	10 0	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	20 0	19 0	...	...	6 8	6 8	13 0	12 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	14 8	13 4	120 0	120 0	10 0	10 0
Kámrúp	8 0	8 0	...	...	8 8	9 0	12 0	12 0	...	...	...	...	...	...	...	...	11 0	10 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	8 0	8 0	...	...	8 0	7 0	10 0	9 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 0	9 0
Nowgong	...	...	...	...	6 8	6 8	10 8	11 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	10 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	7 8	8 0	...	...	6 4	6 4	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Bengal—																										
Eastern Bengal—																										
Chittagong Hill Tracts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tipperah (*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naga Hills	...	...	...	...	5 0	4 8	†	5 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	4 0	4 0
Bhágalpur—																										
Bankurgunge	...	...	...	...	10 4	10 12	10 12	11 6	...	...	...	...	...	...	...	...	16 0	16 12	...	...	12 0	11 6	80 0	80 0	10 6	10 6
Nyálmárí	...	...	...	...	9 0	9 0	10 8	10 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	8 8	8 8
Chittagong	11 0	11 0	...	...	11 0	11 0	12 12	12 8	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	80 0	80 0	...	...
Tipperah	10 0	10 0	...	...	9 0	9 0	10 8	11 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	6 0	6 8	...	...	10 0	10 0
Dacca	13 0	13 0	...	...	10 0	10 0	11 4	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	120 0	120 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	8 0	8 0
Dinájpur—																										
Rhotas	...	...	...	...	10 0	11 0	12 0	13 0	...	...	...	...	...	...	...	...	11 8	12 0	...	...	10 8	10 8	160 0	160 0	9 0	8 12
24-Pargunnas	13 4	13 4	18 8	20 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	8 0	8 0	20 0	20 0	...	...	17 0	17 8	100 0	100 0	10 8	10 8
Murshidabad	12 0	12 0	...	...	12 4	12 10	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	220 0	200 0	10 0	10 0
Nowada	...	...	...	...	10 0	10 6	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	12 0	12 0	105 0	105 0	10 0	10 0
Calcutta	13 5	13 9	17 8	17 4	7 9	7 9	10 4	10 5	17 13	18 4	16 0	16 0	...	...	6 15	7 1	17 4	16 13	21 0	21 0	16 13	17 12	94 0	94 0	11 6	11 3
Hooghly	14 6	14 6	20 8	20 8	9 12	8 4	12 0	11 8	...	...	...	...	...	...	...	...	16 0	15 0	...	...	13 6	18 4	160 0	160 0	10 0	10 0
Nadia (Krishnagar)	16 14½	18 13	20 13½	24 0	7 9	8 0	13 1	13 1	...	...	...	...	...	...	...	...	20 0	21 8	...	...	16 0	18 13	128 0	128 0	10 0	10 0
Jessore	12 4	13 4	20 0	20 0	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	20 0	120 0	120 0	10 0	10 0
Faridpur	17 0	17 0	18 0	17 0	7 0	7 0	12 4	13 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	10 8	...	200 0	10 0	10 0
Central—																										
Bánkurá	16 0	16 0	...	...	12 10	12 10	15 10	16 0	...	...	...	...	...	...	...	...	16 14	17 8	...	...	13 1	13 0	320 0	320 0	10 10	10 5
Burdwan	16 0	16 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	19 0	18 0	...	...	16 0	20 0	80 0	80 0	10 8	10 8
Birbhum	13 8	9 12	...	...	12 0	12 0	16 8	15 12	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	13 8	200 0	200 0	11 0	11 0
Murshidabad	16 0	16 0	...	...	10 0	10 0	13 4	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	19 0	20 0	200 0	200 0	10 8	10 8
Santhal Parganas	12 0	12 8	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	19 0	19 0	130 0	130 0	10 0	10 0
Pabná	16 12	16 12	22 8	22 8	6 0	6 0	12 6	12 6	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	200 0	200 0	10 8	10 8
Bogra	12 0	12 0	...	...	9 12	9 12	13 8	13 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	90 0	90 0	9 6	8 13
Rajsháhi	17 4	16 8	24 0	24 0	12 0	12 0	12 12	12 12	...	...	...	...	...	...	...	...	21 12	24 0	...	...	21 8	24 0	240 0	240 0	9 0	9 0
Maldá	16 0	16 0	19 0	16 0	10 0	10 0	15 0	15 0	...	...	16 0	16 0	...	...	13 0	13 0	17 0	16 0	25 0	25 0	13 0	13 0	100 0	100 0	9 8	9 0
Northern—																										
Rangpur	13 1	15 0	...	...	8 1	9 0	12 8	13 10	...	...	...	...	...	...	...	...	13 0½	16 0	...	...	13 1	12 0	80 0	80 0	9 0	9 0
Dinájpur	13 12	14 0	20 0	12 0	11 8	11 0	13 10	13 8	...	...	...	...	...	...	...	...	14 3½	15 0	...	...	...	...	120 0	120 0	10 0	9 0
Jalpaiguri	13 0	13 0	15 0	14 0	9 0	9 0	13 8	13 8	...	...	...	...	...	...	...	...	14 0	15 0	...	...	10 0	10 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 8	5 0	12 0	12 0	...	...	...	...	13 8	13 0	...	...	12 0	12 0	20 0	20 0	9 0	8 0	120 0	120 0	9 8	9 0
Orissa—																										
Puri	13 13	13 13	...	...	6 9	6 9	15 0	15 12	...	...	...	...	...	...	...	...	14 13	14 13	...	...	16 0	16 0	80 0	80 0	10 10	10 10
Cuttack	13 2	13 2	...	...	10 9	10 8	14 7	14 7	...	...	...	...	...	...	...	...	16 7½	17 2	...	...	19 11	19 11	80 0	80 0	10 12	10 12
Balasore	14 0	14 0	8 0	8 0	12 0	12 0	17 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	130 0	130 0	10 6	10 0
Chota-Nagpur—																										
Singhbhum	14 0	14 0	12 0	12 0	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	14 0	14 0	20 0	18 0	10 8 to 11 0	10 8	14 8 to 16 0	15 0 to 16 8	...	...	...	18 0	...	...	...	...	16 0 to 17 0	16 0 to 17 0	24 0	20 0	17 0	17 0	...	...	10 0	10 0
Lohardaga	6 12 to 11 0	7 0 to 12 0	16 0	18 0	12 0 to 14 0	13 0	16 0	16 0	...	...	28 0	29 0	...	...	...	...	13 0 to 14 0	13 0 to 14 0	17 0	18 0	10 0 and 15 0	10 0 and 17 0	160 0	160 0	9 4	9 0
Palámau	14 10	14 10	...	...	11 4	11 4	14 10	14 10	...	...	...	...	...	...	...	...	18 0	18 9	...	21 15	10 14	18 9	...	...	8 7	8 7
Hazáribágh	12 8	12 0	16 0	18 0	8 0	8 0	14 0	13 0 and 14 12	...	...	24 0	23 4	...	...	...	...	16 0	17 0	16 0	18 0	16 0	18 0	240 0	240 0	9 0	9 0

* Kalai.

† Not procurable.

(*a*) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1894—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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.
Bihár, south—																										
Monghyr	16 13 to 17 14	16 13 to 17 14	23 1 to 24 2	24 2 to 25 3	8 6 to 10 8	9 7 to 10 8	13 10 to 14 11	14 2	18 14	...	...	...	...	...	13 10	12 9	21 0 to 22 1	22 0 to 23 1	19 15 to 21 0	21 0	21 0 to 22 1	21 0 to 23 1	126 0 to 168 0	146 0 to 168 0	10 8	10 8
Gaya	13 0	15 0	20 8	23 0	10 0	10 8	15 0	16 0	18 8	17 4	...	...	...	...	14 4	13 4	19 4	20 0	...	...	19 0	19 0	120 0	120 0	10 0	10 0
Patna	16 0 and 18 0	15 0 and 16 8	25 0	25 0	10 0	10 0	16 0	15 0	25 0	25 0	...	...	...	...	20 0	19 0	21 0	22 0	21 8	21 0	25 0	24 8	130 0	130 0	11 4	10 0
Shahabad	14 0	12 0	20 0	20 0	8 0	8 0	13 0 and 15 0	13 0 to 15 0	.8	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	140 0	140 0	10 8	10 8
Bihár, north—																										
Purnea	21 0	20 0	...	...	12 0	12 8	15 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	...	13 0	320 0	320 0	...	9 0
Bhágalpur	16 6	16 6	22 11	20 3	13 4	13 14	16 2	16 6	...	...	...	...	...	...	...	...	20 3	20 3	20 3	20 13	17 11	18 15	138 0	125 0	10 1	10 1
Darbhanga	14 4	15 4	23 1	28 5	12 1	13 0	14 4	15 2	...	...	23 1	26 0	...	25 0	20 0	21 0	20 14	20 8	24 3	24 0	176 0	176 0	11 0	11 0
Muzaffarpur	13 8	13 8	20 0	19 8	7 8	7 8	12 8	13 4	...	...	...	...	23 1	21 8	18 0	19 0	21 0	21 0	21 0	21 0	160 0	160 0	11 0	11 0
Saran	14 8	14 8	21 0	22 0	11 0	11 0	13 0	13 8	...	...	...	...	20 0	20 0	16 0	16 0	21 0	21 0	19 0	19 0	23 0	22 0	160 0	180 0	10 4	10 0
Champaran	15 0	15 8	26 8	26 0	9 0	8 8	15 0	15 4	...	...	...	...	...	...	...	...	22 8	23 0	17 0	17 8	21 0	22 8	200 0	180 0	10 4	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	20 0	20 0	8 0	8 0	14 0	12 0	17 0	20 0	18 0	19 0	18 0	20 0	10 0	10 0	20 0	21 0	18 0	21 0	22 0	21 0	70 0	90 0	9 8	10 0
Benares	15 11½	15 11¼	20 3	21 2	8 13	8 13	10 13½	11 4	21 13	22 4	18 9	19 6	...	...	15 7	15 7	20 5	20 5	21 15½	23 5	21 0	20 14	110 0	110 0	9 2½	9 4½
Ghazipur	13 0	14 0	19 8	19 8	7 12	7 12	12 0	14 0	19 0	20 8	19 0	18 12	...	...	12 8	12 8	20 8	20 8	19 0	20 0	21 0	21 0	160 0	160 0	9 14	9 14
Jaunpur	14 0	15 8	20 8	22 8	7 0	7 0	11 0	11 0	...	...	...	21 0	...	...	...	...	21 8	22 8	21 0	...	22 8	22 8	170 0	170 0	11 0	11 0
Allahabad	14 4	13 12	20 4	22 8	9 0	10 8	12 0	15 0	23 0	24 0	22 0	22 0	...	...	18 0	22 0	24 8	24 8	...	...	22 0	20 8	100 0	95 0	10 0	10 0
Central—																										
Bánda	14 8	12 0	24 0	24 0	8 0	8 0	13 0	12 0	24 0	24 0	...	...	...	...	...	...	26 0	25 0	...	...	29 0	19 0	180 0	140 0	9 12	9 12
Fatehpur	15 8	14 8	23 0	22 8	12 0	12 0	13 8	14 0	...	...	...	...	...	...	25 0	20 8	...	...	...	...	26 0	25 0	160 0	160 0	10 0	10 0
Hamírpur	16 8	16 8	24 0	24 0	7 8	7 8	10 0	12 0	24 0	25 8	23 0	24 0	...	...	...	...	26 0	25 8	...	...	32 4	31 8	140 0	140 0	10 0	10 0
Jalaun	15 0	14 0	24 0	24 0	9 0	9 0	10 0	10 0	23 0	23 0	20 0	20 0	...	...	16 0	16 0	24 0	24 0	18 0	18 0	24 0	24 0	200 0	200 0	10 4	10 4
Cawnpore	18 0	18 8	25 8	27 0	7 8	7 8	13 0	13 0	24 0	24 8	24 0	25 0	...	...	19 0	19 8	26 0	26 0	26 0	25 0	26 8	26 0	150 0	140 0	11 0	11 4
Etáwah	18 10	17 12	27 12	27 12	5 0	5 0	12 0	13 12	30 8	29 12	24 8	25 0	22 0	22 0	16 0	16 0	28 0	28 0	24 8	24 8	31 9	28 12	160 0	160 0	10 0	10 0
Farakhabad	18 0	15 12	26 12	26 12	5 4	5 4	6 4	6 4	...	...	28 0	26 12	...	...	...	...	26 0	25 0	...	...	26 8	24 4	140 0	140 0	10 0	10 0
Mainpuri	19 0	19 0	27 0	27 0	4 8	4 8	10 0	11 0	20 0	20 0	16 0	16 0	...	...	...	...	23 8	26 8	25 8	25 8	29 0	27 8	160 0	160 0	10 4	10 4
Etah	20 8	21 8	28 8	31 8	6 0	6 0	9 8	10 8	...	...	17 8	18 8	20 8	20 8	10 8	10 8	21 8	21 8	...	...	16 8	16 8	120 0	120 0	10 8	10 8
Eastern—																										
Jhánsi	12 4	13 8	22 8	25 0	7 0	7 4	10 0	8 8	23 0	22 0	20 0	21 0	...	...	...	23 0	23 8	...	...	...	29 0	13 4	160 0	160 0	10 0	10 0
Agra	16 8	16 0	29 0	30 0	5 0	5 0	8 0	8 0	27 0	27 0	22 0	24 0	...	...	10 0	10 0	28 0	27 8	27 0	27 0	18 0	16 0	95 0	95 0	11 0	11 0
Muttra	18 0	18 0	31 0	31 0	7 0	7 0	12 0	12 0	32 0	32 0	24 0	24 0	...	...	8 0	8 0	34 0	34 0	...	...	27 0	27 0	120 0	120 0	11 0	11 0
Aligarh	18 12	18 8	31 0	31 0	5 8	5 8	10 8	10 8	28 0	28 0	24 8	24 8	...	...	16 8	16 8	33 8	33 0	40 0	36 0	35 4	34 0	160 0	160 0	11 0	11 0
Bulandshahr	23 3	21 8	33 8	34 0	6 0	6 0	10 0	10 0	32 8	32 0	23 0	23 0	...	...	14 0	13 0	32 12	32 8	35 0	35 0	22 8	19 0	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	16 0	14 8	22 0	23 0	10 0	10 4	14 0	14 8	22 0	23 0	...	21 0	...	...	...	...	23 0	23 0	22 0	21 0	20 0	20 0	115 0	115 0	11 0	11 0
Azamgarh	13 4	13 4	20 10	19 3	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	20 10	20 10	...	...	16 4	16 4	177 8	177 8	9 13	9 13
Gorakhpur	13 8	13 8	21 8	19 12	9 0	9 0	13 15	13 8	...	...	...	...	19 12	21 8	14 6	18 0	19 12	19 5	20 10	19 5	24 12	22 1	140 0	140 0	8 12	9 2
Basti	15 0	14 12	24 0	24 0	8 12	8 12	28 0‡	28 0‡	12 0	12 0	...	...	15 0	15 0	8 0	8 0	21 0	22 0	21 0	21 0	19 0	19 0	160 0	160 0	10 0	10 0
Sháhjahánpur	17 4	17 4	30 0	30 0	8 0	8 0	...	...	...	...	...	...	...	...	...	...	24 0	25 4	...	...	22 4	22 4	120 0	120 0	10 4	10 4
Bodáun	19 0	20 8	28 0	30 0	7 0	7 0	13 4	13 4	26 0	26 0	26 0	26 0	...	...	10 0	10 0	27 8	29 0	28 0	28 0	32 0	28 0	144 0	144 0	10 8	10 12
Shikohábád	16 4	16 6	28 0	27 8	12 8	12 8	14 0	14 ...	23 12	23 12	...	...	...	...	...	...	28 0	28 2	...	...	...	...	135 0	135 0	10 0	10 0
Etawah	17 9	15 14	25 12	29 12	5 0	5 0	11 8	11 8	21 4	24 5	25 0	25 0	...	...	...	...	27 4	29 0	35 0	31 ...	21 0	21 0	100 0	100 0	10 8	10 8
Moradabad	18 4	18 0	33 4	36 0	8 12	10 8	10 ...	29 0	...	29 0	20 10	21 4	...	...	12 8	14 0	22 8	22 8	16 0	14 0	10 0	10 0½	160 0	160 0	10 8	10 8
Naini Tal	13 0	13 0	20 0	21 0	4 8	4 8	8 0	9 0	...	35 0	29 0	22 8	...	...	14 0	14 0	16 0	17 0	28 0	35 0	9 0	9 0	160 0	200 0	7 0	9 6
Almora	11 0	11 0	14 4	14 4	8 12	9 0	9 0	9 0	...	...	...	...	14 0	14 0	16 0	16 0	14 0	14 0	...	...	10 0	10 0½	160 0	180 0	7 0	7 0
Bijnor	19 2	18 0	32 10	31 8	10 2	10 2	11 4	11 4	22 8	22 8	...	22 8	...	...	...	...	27 4	28 2	...	...	27 0	18 0	135 0	135 0	10 2	10 2
Muzaffarnagar	21 0	21 8	34 1	36 4	5 8	5 8	9 14	11 0	24 3	27 8	22 0	22 0	...	...	...	...	32 0	32 0	27 8	27 8	13 2	13 2	132 0	132 0	11 0	11 0
Meerut	19 0	20 0	31 0	32 8	5 6	5 8	13 0	12 0	35 0	35 0	22 0	22 0	12 0	12 0	10 0	10 0	29 0	30 0	37 0	28 0	29 0	24 0	100 0	100 0	10 8	10 8
Saháranpur	20 0	20 0	37 0	37 0	6 0	6 0	9 8	9 8	25 0	25 0	25 0	25 0	24 0	24 0	21 0	21 0	28 0	31 0	34 0	34 0	17 0	16 0	120 0	120 0	10 0	10 0
Delhra Dún	17 0	19 0	32 0	30 0	9 0	6 8	7 0	8 0	...	...	24 0	24 0	18 0	20 0	18 0	24 0	27 0	27 0	28 0	28 0	25 0	25 0	160 0	160 0	10 0	10 0
Garhwál	13 0	13 0	18 0	18 0	5 0	6 8	7 0	8 0	...	...	...	...	...	...	...	24 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partabgarh	16 0	16 0	24 0	23 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	22 8	23 0	...	...	16 0	16 0	160 0	140 0	10 0	10 0
Sultanpur	16 0	15 8	21 0	21 0	7 8	8 0	13 0	13 0	23 0	23 0	16 0	16 0	32 0	32 0	18 0	21 0	22 0	22 0	21 0	21 0	23 0	23 0	160 0	160 0	10 0	10 0
Rae-Bareli	17 8	18 0	22 0	22 0	8 0	8 0	14 0	14 0	22 0	22 0	19 0	19 0	22 0	22 0	17 0	18 8	25 12	26 0	22 0	22 0	24 0	24 0	200 0	200 0	10 4	10 4
Unao	17 8	17 0	23 0	23 0	8 0	8 0	14 0	14 0	23 0	23 0	22 0	22 0	...	...	9 0	9 0	28 0	27 0	24 0	24 0	17 0	16 0	160 0	160 0	10 4	10 4
Lucknow	17 0	17 4	24 0	24 0	6 8	6 0	12 0	13 0	22 8	23 8	21 8	23 8	...	...	20 8	22 8	24 0	24 8	22 8	23 8	24 8	24 8	120 0	140 0	10 0	10 4
Hardoi	21 0	20 0	28 0	25 0	7 0	7 0	16 0	16 0	...	28 0	24 0	24 0	...	...	...	...	30 0	29 0	...	...	18 0	16 0	120 0	120 0	10 0	10 4
Northern—																										
Fyzabad	16 9	16 9	23 4	24 2½	11 8	12 0	13 8	14 0	22 0	22 10½	20 8	20 8	...	...	12 8	13 8	24 9	25 12	23 8	23 8	24 0	24 0	140 0	140 0	10 8	10 8
Baraban ki	17 8	16 0	20 0	20 0	6 0	6 0	12 8	12 0	19 0	20 0	15 0	17 0	24 0	24 0	15 0	14 0	27 0	24 0	20 0	21 0	24 0	22 0	120 0	100 0	11 0	10 4
Gonda	17 12	17 12	26 4	27 0	12 0	12 0	14 4	14 8	...	20 0	15 0	18 0	...	...	10 0	10 0	24 0	24 0	22 0	21 8	25 12	24 8	200 0	200 0	10 4	10 4
Bahraich	17 0	17 0	26 8	27 0	10 8	10 8	14 8	14 8	25 0	25 0	21 0	21 0	29 0	29 0	13 8	11 8	27 0	27 0	25 0	24 8	27 0	26 0	160 0	160 0	10 0	10 4
Sitapur	18 0	18 0	29 0	30 0	10 0	10 0	12 0	12 0	...	...	...	...	...	...	27 0	27 0	30 0	30 0	...	...	25 0	22 0	140 0	140 0	10 0	10 0
Kheri	18 0	16 0	26 0	27 0	7 0	7 0	14 0	27 0	...	...	...	...	...	...	...	...	...	26 0	...	...	24 0	25 0	140 0	160 0	10 0	9 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	25 0	25 0	10 0	9 6	12 8	11 14	18 12	20 0	13 12	13 12	...	...	...	...	31 4	31 4	23 12	23 12	25 0	25 0	...	...	14 2	14 2
Bánswara	20 0	18 12	22 8	20 0	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	37 8	37 8	21 4	21 4	17 8	15 0	...	...	10 0	10 0
Meywar (Oodeypore)	14 13½	14 13½	32 13	32 13	9 6	10 8¼	10 2½	11 5½	29 11	32 13	16 6½	17 15½	*Nil*	*Nil*	16 6½	17 15½	31 4	34 6	32 13	30 9	9 13½	10 2½	160 0	160 0	9 12½	9 6
Sirohee	14 8	14 8	27 0	25 0	5 8	5 8	6 8	7 6	...	...	16 0	15 0	...	...	...	...	27 0	22 0	22 0	22 0	...	...	160 0	160 0	11 8	11 8
Erinpura	16 12	17 4	31 8	31 8	5½ 6	6 6	7 5½	7 6	24 4	24 4	20 5	20 4	...	...	...	...	33 15	34 0	...	...	...	...	160 0	160 0	11 15	11 14
Ajmere	16 10	16 11	30 5	30 5	5 0	5 0	8 5	8 5	29 0	29 0	21 11	21 11	...	...	16 0	16 0	29 0	29 0	29 13	29 13	...	...	90 0	90 0	12 0	12 0
Abu	12 15	12 13 and 14 8	22 10	23 0	15 12	5 12	7 6	7 4	16 8	16 12	14 8	14 10	...	...	...	...	20 12	20 2	19 8	...	10 0	...	160 0	160 0	11 0	11 0
Kishengarh	15 8	16 0	32 4	33 4	9 0	6 8	10 0	7 8	34 4	34 4	23 8	23 8	†	†	†	†	30 0	30 4	32 4	32 4	†	†	*	*	12 0	12 6
Boondee	13 8	16 0	32 0	31 8	7 8	8 0	8 0	8 8	40 0	40 0	...	...	...	...	...	...	43 8	42 8	45 0	45 0	...	...	160 0	200 0	9 0	9 8
Kotah	15 0	15 0	28 0	34 0	9 0	9 0	10 0	10 0	28 0	28 0	12 0	12 0	...	...	...	...	33 8	37 8	28 0	30 0	27 0	27 0	240 0	240 0	10 0	10 0
Jhallawar	11 7	12 7	22 8	24 12	7 13½	7 13½	11 12½	11 12½	23 0	23 13	13 6	13 6	...	...	14 6	14 1½	25 10½	28 12	24 14	25 7	10 3	10 3	175 0	175 0	9 2½	9 2½
Tonk	15 4	15 8	30 0	32 0	4 8	5 0	7 0	8 0	34 8	37 0	...	22 0	...	...	...	...	35 0	37 8	...	40 0	...	...	120 0	120 0	9 0	9 8
Jeypore	16 12	16 8	30 0	31 0	5 0	5 0	7 4	7 4	31 0	34 0	21 12	23 8	†	†	17 0	17 0	30-0 & 32 0	30-8 & 32 0	37 0	38 8	40 0	23 8	95 0	100 0	11 0	11 0
Kerowlee	16 4	18 12	26 4	28 12	8 12	8 12	10 0	10 0	31 4	32 8	25 0	25 10	...	...	20 0	18 12	31 0	30 0	...	...	40 0	43 12	200 0	200 0	10 5	10 5
Dholpur	17 10	17 0½	29 8½	29 3	8 6	8 2½	10 3½	10 3½	29 4	28 7½	26 3½	26 14½	...	...	16 5	16 14	30 4	30 8½	...	...	35 7½	36 8½	90 0	90 0	10 15½	10 4½
Bhurtpore	19 10½	20 4	31 10	31 6½	5 2½	5 2½	5 5½	5 5½	34 4	34 4	24 8	24 8	...	...	11 12	11 12	34 12	35 14½	26 0	24 0	33 0	27 0	120 0	120 0	10 12	10 12
Ulwur	20 8	20 5	33 2	35 3	6 12	6 10½	8 10½	8 14½	37 0	38 2	25 4	25 4	...	...	16 5	16 0	34 14	39 0	36 0	36 0	36 13	31 13	120 0	120 0	11 8	11 8
Deoli Cantonment	16 2	16 5	39 5	40 14	4 0	4 0	7 0	7 0	39 8	39 8	29 0	9 2	...	...	...	...	42 8	41 0	...	...	...	...	190 0	200 0	11 4	11 4
Nusseerabad Cantonment	15 0	17 0	...	...	7 0	6 8	7 8	7 0	28 0	28 0	19 0	20 0	†	†	...	...	31 0	34 0	...	...	23 0	23 0	100 0	100 0	11 8	11 8
Hilly Tracts of Meywar	17 8	17 0	34 0	32 0	...	...	15 0	16 0	...	...	...	...	...	...	...	...	36 0	34 0	28 0	27 0	...	...	‖	‖	11 8	11 8
Bálmer	16 4	16 4	...	...	5 3	5 3	7 8	7 8	...	...	25 4	25 4	...	...	...	...	20 0	18 0	...	...	...	...	260 0	260 0	12 0	12 8
Anádra	14 12	13 14 and 16 0	23 10	23 0	6 4	6 4	8 0	8 0	...	17 0	16 0	16 0	...	...	...	...	23 12	23 4	21 6	...	10 8	...	320 0	320 0	12 0	12 0
Shahpoora	15 0	14 8	42 0	42 0	9 8	10 0	13 8	14 0	30 0	30 0	24 0	24 0	...	...	...	...	41 0	41 0	42 0	42 0	...	...	160 0	160 0	11 0	11 4
Western—																										
Jodhpore	16 0 and 16 4	16 0 and 17 8	29 6	30 10	6 4	6 4	7 8	7 8	22 8	21 0	18 12 and 22 8	19 6 and 21 14	...	...	...	...	26 14 and 27 3	27 10 and 28 7	22 8	21 4	11 9	11 14	...	...	12 13	12 8
Jeysulmere	13 10	13 10	...	...	6 4	6 4	9 4	9 10	24 0	22 0	19 0	19 6	...	...	...	...	16 0	15 4	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	13 0	12 15	...	...	3 0	3 0	6 8	6 8	...	...	17 8	18 10	...	...	...	...	20 13	22 9½	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 0	14 0	24 0	24 0	8 8	8 8	9 8	9 8	25 0	25 0	19 0	19 0	...	...	...	...	21 0	22 0	25 0	26 0	19 8	19 8	120 0	120 0	10 0	10 8
Nimach Cantonment	14 8	14 8	...	...	8 0	8 0	14 0	14 0	27 0	29 0	17 0	17 0	†	†	...	...	28 0	29 0	...	...	26 0	26 0	160 0	160 0	11 8	11 8
Goona	12 9	13 0	20 0	20 0	8 12	8 0	9 12	9 0	22 0	20 0	...	...	...	...	...	...	24 10	24 0	...	...	...	...	200 0	200 0	9 0	9 8
Gwalior	15 6½	16 3½	27 1½	25 8	5 5	5 5	8 8	8 8	24 7	24 15½	24 7	24 7	...	...	13 13	13 13	19 2	19 12½	21 4	19 2	19 2	30 13	170 0	191 4	10 6½	10 10

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	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	23 0	23 0	45 0	50 0	...	...	10 0	8 0	38 0	40 0	29 0	30 0	†	†	†	†	44 0	41 0	†	†	†	†	100 0	100 0	11 0	10 8
Ferozepore	25 0	24 0	43 0	58 0	...	...	9 0	10 0	31 0	34 0	27 0	31 0	‡	‡	23 0	24 0	37 0	39 0	35 0	35 0	11 0	11 0	110 0	100 0	12 12	12 12
Montgomery	24 0	24 0	37 0	37 0	...	...	11 0	11 0	34 0	34 0	25 0	25 0	‡	‡	35 0	35 0	36 0	36 0	40 0	40 0	12 0	12 0	280 0	220 0	13 0	13 0
Central—																										
Gurgáon	24 0	22 0	35 0	39 0	...	...	9 0	9 0	33 0	33 0	24 0	26 0	‡	‡	†	†	33 0	34 0	24 0	24 0	24 0	25 0	120 0	120 0	10 0	10 0
Delhi	22 0	20 0	35 0	35 0	...	...	12 0	12 0	30 0	30 0	24 0	25 0	‡	‡	11 0	11 0	33 0	30 0	28 0	25 0	30 0	25 0	80 0	70 0	10 0	10 0
Rohtak	22 0	22 0	38 0	35 0	...	...	12 0	12 0	33 0	33 0	24 0	25 0	‡	‡	12 0	12 0	36 0	36 0	24 0	24 0	18 0	18 0	120 0	120 0	10 0	10 0
Karnál	22 0	23 0	40 0	40 0	...	...	10 0	10 0	32 0	35 0	22 0	24 0	30 0	30 0	16 0	16 0	37 0	40 0	35 0	40 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	22 0	25 0	40 0	40 0	...	...	11 0	11 0	28 0	29 0	25 0	26 0	‡	‡	26 0	26 0	36 0	35 0	38 0	38 0	10 0	10 0	82 0	83 0	12 12	12 8
Sub-montane—																										
Umballa	24 0	24 0	40 0	40 0	...	...	10 0	10 0	35 0	35 0	22 0	22 0	‡	‡	8 0	8 0	37 0	37 0	42 0	42 0	‡	‡	130 0	130 0	12 12	12 12
Ludhiána	26 0	25 0	42 0	50 0	...	...	9 0	10 0	34 0	34 0	22 0	27 0	‡	‡	20 0	20 0	37 0	35 0	40 0	40 0	14 ‡	14 ‡	110 0	100 0	13 0	13 0
Jullundur	26 0	29 0	48 0	48 0	...	...	10 0	10 0	36 0	36 0	25 0	25 0	‡	‡	19 0	19 0	34 0	35 0	42 0	42 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	25 0	25 0	39 0	36 0	...	...	10 0	10 0	29 0	31 0	22 0	22 0	16 0	16 0	20 0	20 0	32 0	33 0	42 0	35 0	10 0	10 0	120 0	110 0	13 0	13 0
Gurdáspur	32 0	31 0	48 0	48 0	...	...	12 0	11 0	32 0	32 0	26 0	26 0	26 0	26 0	16 0	16 0	34 0	39 0	40 0	40 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	26 0	27 0	47 0	47 0	...	...	10 0	10 0	28 0	30 0	17 0	17 0	†	†	23 0	23 0	33 0	35 0	54 0	37 0	‡	‡	100 0	90 0	12 0	12 0
Hills—																										
Simla	17 0	17 0	22 0	22 0	...	...	9 0	8 0	18 0	20 0	18 0	14 0	20 0	20 0	10 0	9 0	21 0	22 0	25 0	21 0	10 0	10 0	90 0	90 0	9 0	9 0
Kángra	16 0	16 0	22 0	20 0	...	...	12 0	12 0	18 0	18 0	12 0	12 0	21 0	21 0	6 0	6 0	20 0	22 0	25 0	20 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	22 0	23 0	45 0	40 0	...	...	13 0	13 0	32 0	32 0	32 0	‡	‡	‡	‡	‡	33 0	33 0	32 0	32 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	25 0	25 0	47 0	51 0	...	...	12 0	12 0	33 0	33 0	31 0	31 0	‡	‡	28 ‡	20 0	39 0	41 0	31 0	31 0	‡	‡	90 0	90 0	13 8	13 8
Gujrát	26 0	26 0	38 0	36 0	...	...	12 0	12 0	28 0	29 0	25 0	25 0	‡	‡	10 0	10 0	35 0	35 0	29 0	29 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	32 0	30 0	45 0	50 0	...	...	13 0	13 0	35 0	35 0	33 0	35 0	‡	‡	*	*	32 0	36 0	32 0	32 0	*	*	120 0	120 0	14 0	14 0
Rawalpindi	24 0	26 0	37 0	42 0	...	...	8 0	8 0	35 0	35 0	29 0	30 0	‡	‡	20 0	20 0	31 0	34 0	28 0	34 0	*	*	70 0	70 0	13 8	13 8
Hazára	24 0	27 0	40 0	31 0	...	...	11 0	10 0	‡	‡	22 0	20 0	‡	‡	‡	‡	30 0	27 0	26 0	26 0	†	†	90 0	90 0	11 4	11 0
Pesháwar	22 0	22 0	45 0	44 0	...	...	9 0	9 0	25 0	29 0	26 0	28 0	‡	‡	15 0	16 0	27 0	27 0	35 0	34 0	29 ‡	28 ‡	98 0	98 0	43 0	43 0
Kohát	26 0	26 0	57 0	52 0	...	...	12 0	12 0	25 0	23 0	36 0	35 0	‡	‡	20 0	20 0	34 0	36 0	38 0	35 0	‡	‡	205 0	180 0	50 0	50 0
Western—																										
Sháhpur	33 0	33 0	46 0	46 0	...	...	9 0	9 0	32 0	32 0	34 0	34 0	24 0	24 0	24 0	24 0	46 0	46 0	30 0	30 0	†	†	200 0	160 0	13 0	13 0
Jhang	27 0	30 0	40 0	45 0	...	...	10 0	10 0	30 0	32 0	32 0	32 0	40 0	40 0	40 0	40 0	38 0	40 0	40 0	40 0	10 †	10 †	160 0	200 0	11 12	12 0
Moultan	20 0	20 0	38 0	42 0	...	...	12 0	12 0	28 0	28 0	24 0	24 0	†	†	24 0	24 0	27 0	30 0	30 0	30 0	†	†	90 0	80 0	12 0	12 0
Bannu	38 0	37 0	66 0	72 0	...	...	11 0	11 0	45 0	50 0	48 0	45 0	9 0	9 0	9 0	14 0	61 0	68 0	50 0	50 0	15 0	15 0	90 0	90 0	50 0	50 0
D. I. Khan	34 0	29 0	49 0	48 0	...	...	8 0	9 0	38 0	36 0	32 0	34 0	‡	‡	4 0	4 0	50 0	51 0	30 0	30 0	14 0	15 0	125 0	145 0	44 0	46 0
Muzaffargarh	22 0	22 0	36 0	36 0	...	...	14 0	14 0	22 0	22 0	‡	‡	‡	‡	‡	‡	29 0	28 0	‡	‡	9 ‡	9 ‡	110 0	110 0	12 0	12 0
D. G. Khan	20 0	20 0	40 0	37 0	...	...	6 0	6 0	34 0	31 0	28 0	29 0	20 0	20 0	18 0	18 0	33 0	33 0	15 0	15 0	‡	‡	100 0	100 0	26 4	27 8
Sind and Baluchistan—																										
Karáchi	15 0	16 0	...	...	8 0	8 0	9 0	9 0	20 0	20 0	15 0	16 0	‡	‡	...	...	20 0	22 0	...	...	8 8 and 10 8	9 0 and 11 0	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	8 0	8 0	10 0	10 0	19 0	19 0	17 0	17 0	‡	‡	...	...	21 0	21 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	13 2	13 2	...	...	13 3	13 3	16 3	16 3	...	...	18 0	18 0	‡	‡	...	...	8 12	8 12	...	...	...	...	116 6	116 6	12 0	12 0
Shikárpur (Shikárpur)	19 8	19 8	...	...	8 0	8 0	10 0	10 0	25 0	25 0	19 8	22 0	‡	‡	...	...	30 0	28 0	...	...	...	...	128 0	128 0	11 8	12 0
Upper Sind Frontier	18 0	17 0	...	...	9 0	9 0	10 0	10 0	24 0	26 0	21 8	21 8	‡	‡	...	...	24 0	24 0	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	16 8	16 0	26 0	26 0	5 0	5 0	7 0	9 0	30 0	36 0	18 8	16 0	‡	‡	7 0	7 0	20 0	20 8	29 0	‡	9 0	9 0	71 0	67 0	9 12	9 0
Bombay—																										
Konkan—																										
Karwar (Kánara)	9 4	9 4	...	...	10 2	10 2	11 2	11	15 3	15 3	13 2	13 2	18 0	18 0	...	...	12 8	12 8	...	...	...	...	312 0	312 0	9 12	9 12
Ratnágiri	10 2	10 2	...	...	10 14	10 14	11 6	11 6	14 7	14 7	14 9	14 9	15 4	15 4	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	10 1	10 1	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	...	...	...	...	13 3	13 3	...	...	*	...	112 0	112 0	12 1	12 1
Bombay	11 1	11 1	...	...	5 12	5 12	10 6	7 13	13 8	13 8	13 15	14 9	13 8	13 8	...	...	15 0	15 0	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tanna	11 14	12 12	...	...	11 2	12 15	12 0	13 14	*	*	14 6	14 6	*	*	...	...	16 0	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	16 11	17 2	...	...	10 6	10 6	10 13	10 13	20 4	19 6	19 13	19 13	*	*	...	...	15 10	15 3	...	...	19 8	19 15	100 0	100 0	11 10	12 0
Belgaum	17 3	16 11	...	...	10 1	10 1	10 3	10 3	21 13	21 4	20 15	20 15	24 0	24 0	...	...	16 8	16 12	...	...	15 9	17 10	80 8	89 2	10 10	11 0
Satara	13 12	13 12	...	...	8 14	8 14	10 2	10 2	16 9	17 5	15 5	15 5	*	*	...	...	15 1	15 1	...	...	15 3	15 3	114 0	114 0	12 10	12 10
Sholapur	13 15	13 15	...	...	8 2	8 2	11 11	11 11	20 9	20 9	17 14	17 14	*	*	...	...	19 16	20 11	...	...	17 6	18 4	80 0	85 5	11 10	11 10
Bijápur	17 12	17 12	...	...	6 15	6 15	10 7	10 15	21 9	23 6	21 2	21 2	*	*	...	...	20 9	20 9	...	...	18 4	18 4	80 0	80 0	11 6	11 6
Poona	12 13	22 13	...	...	9 11	9 11	10 13	10 13	18 13	18 13	14 15	14 15	14 13	14 13	...	...	16 11	16 11	...	...	19 0	19 0	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmednagar	15 15	15 15	...	...	9 3	8 13	10 9	10 9	20 10	22 0	16 1	16 1	*	*	...	...	20 13	20 13	...	...	22 2	22 2	80 0	80 0	12 11	12 6
Násik	16 7	15 12	...	...	8 14	8 14	11 10	10 15	19 10	...	15 9	14 13	17 4	17 4	...	...	17 0	17 0	...	...	...	...	116 6	116 6	13 8	12 0
Dhulia (Khandesh)	16 10	16 10	...	...	6 8	6 8	10 6	10 6	20 11	21 9	18 6	18 6	‡	‡	...	...	15 11	16 8	...	...	*	*	80 0	80 0	10 15	11 6
Guserat—																										
Surat	13 7	12 15	...	...	7 6	7 6	8 5	8 5	16 3	15 12	13 7	13 7	*	*	...	...	16 3	16 3	...	...	16 3	16 3	91 1	91 1	12 0	12 0
Broach	14 8	14 8	...	...	7 0	7 0	10 0	10 0	19 0	19 0	14 0	14 0	*	*	...	...	22 0	22 0	...	...	20 0	20 0	100 0	100 0	13 4	13 4
Kaira	16 0	16 0	...	...	8 0	8 0	14 0	14 0	20 0	20 0	17 0	17 0	20 0	20 0	...	...	22 0	22 0	...	...	22 8	22 8	106 11	106 11	13 0	13 0
Baroda (Camp)	11 0	11 0	...	...	7 8	7 0	9 0	9 0	16 0	16 0	14 8	14 8	17 0	18 0	...	...	17 0	17 0	...	...	...	*	91 7	91 7	11 0	11 0
Ahmadabad	15 0	15 0	...	...	11 0	12 8	12 8	12 8	22 0	22 0	18 0	18 0	26 0	26 0	...	...	26 0	26 0	...	...	...	...	70 0	70 0	13 10	13 10
Godhra (Panch Máhals)	14 0	14 0	...	...	10 8	10 8	12 8	12 8	...	...	17 0	17 0	21 0	21 0	...	...	27 8	27 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	15 8	15 8	...	...	8 0	8 0	9 0	9 0	20 0	20 0	18 0	18 0	*	*	...	...	22 8	22 8	...	...	25 0	*	140 0	140 0	11 0	11 0
Kattywar—																										
Báljeot	13 6	13 14	...	...	6 0	6 0	7 0	7 0	16 5	16 5	13 10	13 10	*	*	...	...	19 7	19 7	...	...	*	*	80 0	80 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	17 1	18 4	...	...	6 12	6 12	13 1	12 7	24 13	24 13	...	...	...	...	...	...	19 1	20 10	...	...	13 7	13 7	100 0	100 0	11 6	11 7
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	21 0	21 0	21 0	21 0	...	...	...	...	21 1	24 0	...	...	...	...	160 0	160 0	10 0	10 8
Hoshangabad	16 6	16 6	...	...	8 1	8 1	11 4	11 14	...	...	...	...	...	...	...	...	24 0	24 0	...	...	18 0	18 0	160 0	160 0	9 8	9 8
Betúl	18 0	18 0	...	...	...	...	9 0	10 13	25 0	27 7	...	...	...	...	...	...	24 0	24 0	...	...	10 0	10 13	240 0	240 0	8 0	7 2
Chhindwára	16 14	16 14	...	...	7 4	7 4	10 0	10 0	28 14	28 14	...	...	...	...	...	...	25 5	21 11	...	...	16 0	14 6	160 0	120 0	8 0	8 0
Nágpur	16 4	16 14	...	...	10 0	10 0	11 14	12 8	21 4	21 4	...	...	...	...	...	...	18 12	20 0	...	...	13 12	13 12	125 0	125 0	10 8	10 4
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 6	20 0	...	...	...	...	...	...	20 0	20 0	...	...	16 0	16 0	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	14 0	14 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	27 2	27 2	...	...	24 0	24 0	120 0	120 0	9 2	9 2
Saugor	11 12	11 2	...	...	9 13	9 13	11 1	18 7	18 7	...	...	...	...	...	...	...	19 0	22 8	...	...	22 14	19 12	160 0	160 0	9 2	9 2
Damoh	12 12	12 12	...	...	9 7	9 7	10 0	10 0	...	17 3	...	...	...	...	...	...	18 0	18 0	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	15 4	15 12	...	...	9 4	10 0	14 4	14 0	18 0	19 0	...	...	...	...	...	...	22 12	22 12	...	...	13 0	13 0	120 0	120 0	9 4	9 4
Baghalkhand (Sutna)	14 10	14 8	20 0	20 0	7 8	8 0	16 0	16 0	17 0	17 0	17 0	18 0	...	...	9 0	10 0	20 0	21 0	...	...	21 0	22 0	160 0	160 0	9 12	10 0
Mandla	20 0	18 0	...	...	10 8	11 0	12 8	13 0	...	...	...	...	...	...	...	...	32 0	32 0	...	...	18 0	16 0	200 0	200 0	9 0	9 8
Seoni	19 7	20 6	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	22 6	24 14	...	...	11 8	11 8	190 0	190 0	8 12	8 12
Bálághát	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	...	...
Bhandára	16 0	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	18 12	20 0	...	...	12 8	15 0	210 0	200 0	9 0	9 0
Chánda	14 10	16 0	...	...	...	...	12 9	12 9	16 4	16 4	...	...	...	...	...	...	16 10	16 10	...	...	13 2	13 2	320 0	320 0	10 15	10 15
Eastern—																										
Bilaspur	22 7	22 7	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	18 11	18 11	...	...	18 10	23 5	120 0	120 0	8 0	8 0
Raipur	21 14	25 9	...	...	11 6	11 6	18 4	18 4	...	...	...	...	...	...	...	...	19 2	21 4	...	...	16 3	17 8	90 0	90 0	9 0	9 0
Sambalpur	17 8	20 2	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	17 4	17 4	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	18 0	17 0	...	...	7 0	7 0	10 0	10 0	21 0	21 0	18 0	18 0	...	...	...	...	20 0	20 0	...	...	13 0	12 0	182 0	182 0	10 0	10 0
Básim	14 0	14 0	...	...	7 0	7 0	10 10	10 0	19 5	19 5	15 0	15 0	...	...	...	...	15 10	15 13	...	...	13 0	13 0	76 0	77 0	8 10	8 10
Akola	16 0	15 0	...	...	7 0	7 0	9 0	8 0	21 0	19 0	17 0	17 0	...	...	...	...	18 0	19 0	...	...	12 0	13 0	96 0	96 0	11 0	12 0
Ellichpur	14 8	14 8	...	...	6 0	6 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	15 0	15 0	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Amraoti	16 0	15 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	17 0	16 0	...	...	...	...	15 0	17 0	...	...	13 0	13 0	80 0	80 0	10 0	10 0
Wún	16 0	16 0	...	...	6 0	6 0	7 0	7 0	19 0	19 0	11 0	11 0	...	...	...	...	16 0	16 0	...	...	20 0	20 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 3	12 3	*	*	6 3	6 13	10 3	10 3	13 3	13 3	17 12	17 12	24 14	24 14	*	*	14 7	14 7	*	*	17 12	17 12	90 0	100 0	8 12	8 12
Boláram	12 13	12 13	*	*	7 0	7 0	9 5	9 5	17 8	17 8	*	*	*	*	*	*	15 3	15 3	*	*	*	*	116 14	116 14	9 2	9 2
Chadarghat	11 4	11 8	*	*	11 4	11 0	14 0	13 8	18 0	18 0	22 0	22 0	*	*	*	*	16 0	15 8	*	*	*	*	120 0	120 0	9 4	9 4

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1894—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or karun, Italian millet (*Setaria italica*).		Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	10 14	11 5	11 5	18 3	18 8	15 14	15 14	23 0	23 0	20 6	20 0	13 0	13 0	...	...	13 8	13 8	136 2	136 2	10 0	10 0
S. Canara	9 6	9 6	...	...	10 10	10 10	12 0	12 0	16 14	16 14	15 6	15 6	19 5	19 5	18 0	18 0	13 9	13 9	...	...	14 8	14 8	121 8	121 8	10 0	10 0
South, central—																										
Coimbatore	11 8	12 5	...	...	11 11	11 11	12 11	12 3	25 3	25 3	21 10	23 5	23 0	23 0	32 0	32 0	13 0	13 8	...	...	14 8	14 8	131 3	131 3	10 0	10 0
Nilgiris	7 13	7 13	...	...	8 13	8 13	9 10	9 10	16 14	16 14	15 6	17 5	23 0	23 0	34 0	32 0	11 0	10 4	...	...	14 8	14 8	274 3	274 3	10 0	10 0
Salem	9 6	9 6	...	...	9 13	9 13	13 3	13 3	20 3	20 8	17 3	24 0	...	...	...	...	12 0	13 0	...	...	15 12	14 8	145 13	145 13	10 0	10 0
Central—																										
Bellary	12 8	12 8	...	...	10 3	10 3	10 13	10 13	25 3	25 3	23 5	23 5	26 0	26 0	31 0	31 0	14 0	14 8	...	...	15 12	14 8	85 2	85 2	10 2	10 2
Anantapur	9 10	9 10	...	...	10 11	10 11	11 14	11 5	22 13	22 10	23 5	23 5	27 0	27 0	32 0	32 0	13 0	13 8	...	...	14 8	14 8	97 3	97 3	11 11	11 14
Cuddapah	12 0	12 0	...	...	9 8	9 8	10 6	10 6	18 10	18 10	20 5	23 8	32 0	32 0	34 0	32 0	12 0	12 0	...	...	14 8	14 8	140 0	140 0	12 3	12 3
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	26 11	26 6	20 0	24 0	...	...	...	...	14 0	14 0	...	...	18 0	17 5	145 13	145 13	11 11	11 11
East Coast, north—																										
Ganjam	...	...	...	...	10 11	10 11	12 6	11 10	25 3	25 3	21 10	21 10	26 0	26 0	31 0	31 0	13 0	13 0	...	...	13 8	13 8	86 8	86 8	10 2	10 2
Visagapatam	12 0	12 0	...	...	8 14	8 14	10 3	10 3	22 13	22 10	23 13	23 5	27 0	27 0	32 0	32 0	13 0	13 0	...	...	14 8	14 8	97 3	97 3	11 11	11 14
Godavari	9 14	9 14	...	...	11 14	11 14	11 8	11 8	18 10	20 5	22 14	23 8	32 0	32 0	34 0	32 0	12 0	12 0	...	...	14 8	14 8	133 11	133 14	12 3	12 3
East Coast, central—																										
Kistna	7 11	7 11	...	...	10 6	10 6	11 10	11 10	19 0	19 0	17 13	17 13	20 14	27 5	32 0	32 0	14 0	14 0	...	...	15 12	14 8	140 14	140 14	13 3	13 3
Nellore	9 10	9 10	...	...	11 2	11 2	14 13	14 13	20 10	20 10	18 8	21 2	19 3	21 2	32 0	32 0	15 0	15 0	...	...	18 0	18 0	93 5	93 5	12 13	13 3
East Coast, south—																										
Madras	11 6	11 6	...	...	11 5	11 5	12 2	12 2	17 5	17 5	17 13	17 13	20 14	27 5	32 0	32 0	14 0	13 0	...	...	15 12	14 8	97 3	97 3	13 2	13 2
Chingleput	...	...	...	...	9 9	9 9	10 10	10 10	18 3	16 6	16 8	16 8	19 3	21 2	32 0	32 0	14 0	14 0	...	...	15 12	14 8	108 14	108 14	13 3	13 3
N. Arcot	...	...	...	...	10 5	9 9	11 5	11 5	...	...	17 11	18 8	22 3	27 5	32 0	32 0	14 0	14 0	...	...	15 12	14 8	160 13	160 13	12 5	12 5
S. Arcot	...	...	...	...	12 3	12 3	14 0	14 6	...	...	19 14	19 14	19 14	27 5	32 0	32 0	14 0	14 0	...	...	15 12	14 8	209 0	209 0	11 11	11 11
Tanjore	...	...	...	...	13 5	14 2	14 0	14 10	23 6	23 6	21 8	21 8	23 6	27 5	32 0	32 0	14 0	14 0	...	...	15 12	14 8	145 13	145 13	12 14	12 14
Trichinopoly	...	...	...	...	12 3	12 3	12 11	12 11	18 14	18 14	21 0	21 0	21 0	27 5	32 0	32 0	14 0	14 0	...	...	15 12	14 8	143 0	143 0	12 3	12 3
Southern—																										
Tinnevelly	...	...	...	...	12 11	12 11	13 3	13 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58 5	58 5	13 14	13 14
Madura	...	...	...	...	10 2	11 13	10 10	12 5	19 6	19 6	17 10	17 10	23 3	27 5	32 0	32 0	14 0	14 0	...	...	15 12	14 8	97 3	97 3	13 10	13 10
Mysore—																										
Mysore	10 4	10 0	10 0	10 0	9 0	9 0	10 8	10 8	24 0	24 0	16 0	16 0	26 0	26 0	31 0	31 0	13 0	13 0	...	...	13 8	13 8	96 0	96 0	10 0	10 0
Bangalore	12 4	11 15	11 0	10 5	8 0	8 0	8 8	8 8	25 0	25 0	...	...	31 0	30 0	32 0	32 0	13 0	13 0	...	...	13 8	13 8	90 0	90 0	10 0	10 0
Kolar	9 4	9 8	8 0	8 8	9 12	9 12	11 12	11 8	20 0	18 0	17 4	17 4	30 0	30 0	32 0	32 0	12 0	12 0	...	...	13 8	13 8	150 0	150 0	10 0	10 0
Tumkur	12 0	14 0	10 0	10 0	9 0	10 0	10 0	11 0	25 0	26 0	32 0	32 0	34 0	33 0	32 0	32 0	12 0	12 0	...	...	13 8	13 8	224 0	224 0	10 0	10 0
Hassan	...	...	8 8	8 8	9 0	9 8	10 8	10 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 8	13 8	200 0	200 0	8 8	8 8
Kadur	9 0	8 0	9 0	10 0	10 0	10 0	12 0	12 0	...	...	...	...	23 0	27 5	32 0	32 0	12 0	12 0	...	...	13 8	13 8	240 0	240 0	9 0	9 0
Shimoga	12 10	12 10	...	...	9 7	9 7	12 10	13 2	27 5	27 5	24 0	24 0	36 12	37 13	40 0	40 0	13 0	13 0	...	...	13 8	13 8	272 0	272 0	10 8	10 8
Chitaldroog	12 0	14 0	15 0	14 0	10 0	11 0	11 0	13 0	32 0	32 0	...	...	40 0	40 0	...	...	13 0	13 0	...	...	13 8	13 8	320 0	320 0	9 8	9 8
Coorg	8 0	8 0	7 8	7 8	10 0	10 0	12 8	13 8	...	...	...	...	29 8	...	...	...	...	...	...	...	...	...	110 0	110 0	10 0	10 0
	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	...	...	29 8	...	...	...	...	...	...	...	...	...	56 0	56 0	32 0	32 0

STEPHEN JACOB,

Director of Statistics and Commercial Intelligence.

CALCUTTA: The 5th June 1894.

(*Revenue and Agricultural Department, Commercial Branch*).

* Not sold.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVISED RULES FOR THE REGULATION OF APPOINTMENTS IN THE SECRETARIAT CLERICAL SERVICE OF THE GOVERNMENT OF INDIA AND ATTACHED OFFICES.

No. 2-Exams. / 188—199.

Extract from the Proceedings of the Government of India in the Home Department (Examinations),—under date Simla, the 5th June, 1894.

Read the undermentioned papers on the subject of the rules for the regulation of appointments in the Secretariat Clerical Service of the Government of India and certain attached offices :

Home Department Resolution		No. 31 / 1161—1165,	dated the 21st July 1880.
Ditto	ditto	No. 31 / 1323—1338,	dated the 31st August 1882.
Ditto	ditto	No. 26 / 953—963,	dated the 19th July 1883.
Ditto	ditto	No. 31 / 1336—1345,	dated the 23rd August 1884.
Ditto	ditto	No. 3 / 101—107,	dated the 16th January 1885.
Ditto	Notification	No. 1817,	dated the 3rd July 1888.

RESOLUTION.

The Secretariat Clerical Service of the Government of India and attached offices has for some years past been divided into an Upper and a Lower Division, —the former comprising appointments the pay of which is Rs. 200 and upwards, and the latter those of which the pay is below that sum. The last published rules relative to the filling of the appointments are contained in the Notification No. 1817, dated 3rd July 1888, as revised up to date. The rules lay down that the head of the office concerned shall have an absolute power of selection for the posts of Registrars, Superintendents, Personal Assistants, and generally for appointments in which control or supervision of other clerks is vested. Subject to this proviso, the method of filling up appointments is partly by open competition and partly by selection. One-half of the appointments in the Upper Division and two-thirds of the appointments in the Lower Division are recruited by open competition. To every alternate vacancy in the Upper Division and to every third vacancy in the Lower Division the head of the department or office may appoint any person possessed of certain qualifications.

2. The system of open competition for the recruitment of both the Upper and Lower Divisions of clerkships was introduced by the Resolution of this Department of the 31st August 1882, and has been found to work very satisfactorily as regards the Lower Division. As a means of supplying vacancies in the Upper Division, however, it has been unsuccessful. Two non-official candidates would by the competition of 1884 have obtained clerkships in the Upper Division, but both of them preferred to take up employment elsewhere. Since 1884 only one non-official candidate has been successful in competing for an Upper Division clerkship. This clerk proved unequal to the duties of the post, and has left his appointment. Such outside candidates do not possess the office experience necessary for the proper performance of the duties attached to the clerkships in the Upper Division, and consequently require to undergo a lengthened period of training before they become really efficient. The candidates who have hitherto presented themselves for vacancies in the Upper Division have differed in no respect as regards social standing, education, and

University qualifications from those competing for the Lower Division, and experience has proved that vacancies in the latter division possess sufficient attraction to ensure the selection for them of men who, after going through a training in the inferior appointments, are well qualified to fill posts in the Upper Division.

3. The Governor General in Council considers that, having regard to the class of clerks now recruited for the Lower Division, it is unnecessary to reserve for appointment by open competition any fixed proportion of Upper Division clerkships. It has been established that the head of an office can from the intimate knowledge of the capacity of the men working in it, which he necessarily acquires in the course of daily experience, fill up such vacancies when they occur (which is but rarely) without difficulty from among clerks in the Lower Division. When a clerk has proved his capacity by his daily work, it is evidently unnecessary to resort to a competitive examination in order to establish his competency. Such an examination is useful only in the case of untried men of whom nothing is as yet known. The ordinary rule, therefore, will be that posts in the Upper Division will be filled by selection from posts in the Lower Division.

4. In the very rare cases where no clerk in the Lower Division of an office is considered qualified to fill a post in the Upper Division of that office, His Excellency in Council is of opinion that the principle of competition must be maintained, and the post thrown open to outsiders. It is not, however, necessary to lay down beforehand rules for the competitive examination to be held in such cases, as the post to be filled will often demand special qualifications. Rules will be framed and published as may be required on each occasion.

5. The Rules published with the Notification of this Department, No. 1817, dated the 3rd July 1888, have been revised in accordance with this Resolution, and are now republished.

ORDER.—Ordered, that a copy of the above Resolution, with a copy of the rules as revised, be forwarded for information and guidance to the Departments of the Government of India (except the Foreign Department) and to the heads of offices under the Home Department marginally noted; that a copy be forwarded to the Governments of Bengal, the North-Western Provinces and Oudh, and the Punjab for information; that a copy be also forwarded to the Secretary to the Board of Examiners, and that the Resolution and the rules be published in the *Gazette of India* for general information.

Sanitary Commissioner with the Government of India.
Surgeon-General with the Government of India.

[True Extract.]

C. J. LYALL,
Secretary to the Government of India.

Rules for the Regulation of appointments in the Secretariat Clerical Service of the Government of India and attached offices.

1. The Secretariat Clerical Service shall be separated into an Upper and a Lower Division,—the former comprising all appointments the pay (or, in the case of appointments carrying progressive pay, the minimum pay) of which is Rs. 200 and upwards; the latter all appointments (other than those of copyists, to whom these rules do not apply) the pay of which is below that sum. No clerk will be entitled to promotion from the Lower to the Upper Division as a matter of course or otherwise than in accordance with these rules.

2. The head of the office concerned shall have an absolute power of selection in the case of appointments of Registrars of Offices, Superintendents of Branches, Head Assistants, Personal Assistants, or appointments involving the control or supervision over divisions of an office. The remaining appointments in the Upper Division will usually be filled by the head of the office concerned by selection from among the clerks in the Lower Division. If, however, no clerk in the Lower Division of an office is considered fit for promotion to the Upper Division, a vacancy in the latter division shall be filled by competition open to the public.

3. The mode of recruiting two-thirds of all the appointments in the Lower Division shall be by open competition.* The rest of the appointments in this division may be filled in accordance with Rules 14 and 15.

4. Special regulations respecting the examinations for appointments in the Upper Division, which it may be necessary to hold under Rule 2, will be framed and notified on each occasion before such an examination is held.

5. An examination of candidates for the Lower Division of the Secretariat Clerical Service will be held at Calcutta, Allahabad, and Lahore, and at such other places as may hereafter be appointed, in January of each year. The examination at Allahabad will be confined to persons domiciled† in the North-Western Provinces, Oudh, the Central Provinces, Rajputana, and Central India; and that at Lahore to persons domiciled in the Punjab and Baluchistan. Candidates who desire to compete for vacancies offered for competition at Allahabad and Lahore must prove, to the satisfaction of the Secretary to the Board of Examiners, that they are domiciled in one of the provinces enumerated above, permanent residence in which would entitle them to appear at either of the centres. Natives of Bengal, who are temporary residents of, and not domiciled in, any of those provinces, will be permitted to present themselves at the examinations at Allahabad and Lahore, but they will be treated as competing for the vacancies offered at Calcutta, and not for those offered at Allahabad and Lahore.

6. The arrangements for the examination prescribed in the last preceding rule will be made by the Board of Examiners, Fort William, who will be assisted by paid Examiners, and act in communication with the Secretary to the Government of India in the Home Department. Before the examination commences, a distinguishing number will be given by the Secretary to the Board of Examiners to each candidate, with which the candidate will mark each of his papers of answers.

7. The nature of the examination for the Lower Division will be as follows:

(1) Dictation and Handwriting.

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* The Head of a Department has discretion to fill any vacancy which is not expected to last more than three months in the manner which he considers to be most suitable (Home Department Resolution No. $\frac{17}{1116-1126}$, dated the 21st June 1889).

† The term "domiciled" should be understood in its ordinary legal sense (*vide* the Indian Succession Act, 1865, Part II), and no person can be considered to be domiciled in any of the provinces enumerated unless he has fixed the habitation of himself and his family in that province, not for a mere special or temporary purpose, but with the intention of making it his permanent home (Home Department Resolution No. $\frac{14 \text{ Public}}{893-902}$, dated the 14th May 1891).

This will be a preliminary test. The examination in these subjects will not be competitive, but marks will be assigned for the purpose of testing proficiency. The papers of candidates will be examined as soon as possible after this examination; and the Examiners will require any candidate who fails to obtain two-thirds marks in each subject to withdraw from the further examination.

	Marks.
(2) English Composition (Essay-writing and Drafting) ...	100
(3) Précis-writing	100
(4) Geography	50
(5) History (English and Indian)	50
(6) Arithmetic; Euclid, 1st Book; Algebra up to Simple Equations	50

No candidate will be credited with marks in either subject (2) or subject (3) unless he obtains at least one-fourth of the marks in the subject; nor will he be credited with marks in subject (4), subject (5), or subject (6) unless he obtains one-fifth of the marks in the subject. Any candidate obtaining less than one-fourth marks in either subject (2) or subject (3) shall be disqualified. Candidates will not be eligible for the Lower Division of the Financial Department or for the Office of the Accountant-General,* Military Department (if, with reference to Rule 20 below, the Department or Office adopts these rules), and of the Accountant-General, Public Works Department, unless they obtain at least one-third of the full number of marks in Arithmetic.

* Home Department Resolution No. 30, 3-70-1954, dated the 13th November 1888.

8. Every candidate for an appointment in the Lower Division must send a written application for permission to appear at the examination to the Secretary to the Board of Examiners between the date of issue of the Notification announcing the number of vacancies to be competed for, to which reference is made in Rule 10 of the rules, and the 15th December (inclusive).

Home Department Notification No. 156, dated the 28th January 1892.

9. The application under the last rule should be in the form given on the margin, and be accompanied by a treasury receipt for the sum of Rs. 10 This sum he is required to pay into the treasury nearest his place of residence by way of examination fee. With the application must also be forwarded—

[FORM.]

To—The Secretary to the Board of Examiners, Fort William.

SIR,

I request permission to present myself at the ensuing examination of candidates for appointments in the Lower Division of Government Clerkships. If successful, I should elect to serve in the Office of the

A treasury receipt for the fee of Rs. 10 is forwarded herewith.

I am, etc.,

(1) Evidence (except in the cases provided for by Rule 11) that the candidate at the date of making his application is not less than eighteen and not more than twenty-four years of age. The date of the candidate's birth must be stated.

(2) In case the candidate has been educated at a school in which students' good conduct registers are kept, the candidate's register for the last year of his attendance at school, when a year has not elapsed since he left school. In other cases, a certificate that the candidate is of good moral character from the head of the institution in which he has last been educated, or from some respectable house-holder to whom he is well-known in private life, and who is himself known to a District or Sub-Divisional Magistrate or to the head of some Government Office,—this last fact being certified by the countersignature of the officer in question.

10. The number of candidates to be selected by the Examiners for the Lower Division will be notified in the *Gazette of India* by the Home Department on or before the 31st October. This number will be determined in

communication with the heads of the offices concerned, with reference to the number of vacancies existing or estimated as likely to occur within the course of the following year (and which it is not intended to fill under the provisions of Rules 14, 15, and 16). *plus* a margin of 10 per cent. for casualties. One-half the number of vacancies offered will be reserved for candidates domiciled in the North-Western Provinces and Oudh, the Punjab, and the Central Provinces, Rajputana, Central India, and Baluchistan, provided that a sufficient number of duly qualified candidates to fill these appointments appear from those territories.

11. Persons who have at any time held a permanent appointment in any of the offices referred to in these rules, but who may have lost such appointment owing to its abolition or on reduction of establishment, may present themselves for the examination for the Lower Division under these rules, provided they are under forty years of age.

12. As soon as practicable after the open competitive examination for the Lower Division, the Board of Examiners will report the result to the Home Department. The report will take the form of a list giving the names of selected candidates and the exact dates of their births, the distinguishing numbers of unsuccessful candidates, and the number of marks obtained by each candidate, whether successful or unsuccessful, in each subject of examination. The Home Department will then circulate a list of selected candidates to the heads of the offices concerned. Candidates will be given their choice of departments as far as possible, and the Home Department will intimate such choice, if made, to the head of each office. The head of each Department will, however, be at liberty to offer a vacant appointment which may occur in his Department to any selected candidate remaining on the list. This offer should be made through the Home Department, which will keep each Department of the Government of India informed as the names of selected candidates are removed from the list. No candidates selected in a later year shall be offered an appointment until the offer has been made to, and refused by, selected candidates of an earlier year remaining on the list.

13. When an outside candidate for the Lower Division attains the age of twenty-five years, or when two years have expired from the date of the entry of his name on the list, or when any candidate has refused the offer of an appointment in the Department in which he has elected to serve, or has twice refused the offer of an appointment in any other Department or Departments, his name shall immediately be removed from the list.

14. Every third vacancy in the Lower Division may be filled by the head of a Department without reference to the preceding rules.

15. Appointments made under the last preceding rule shall, if the person appointed is not in Government service, be made subject to the conditions that the person appointed—

(*a*) is at the time of appointment not less than eighteen and not more than twenty-five years of age;

(*b*) can give satisfactory evidence that he possesses a minimum educational qualification equivalent to the Entrance Standard of one of the Indian Universities;

(*c*) must produce satisfactory evidence that he is of good moral character.

16. Any officer already in Government employment may be appointed to any vacancy such as is referred to in Rule 14 without regard to the qualifications specified in the preceding rule.

17. The heads of offices to which these rules apply are at liberty to arrange transfers from the Lower Division of one office to that of another. The transfer of an officer from a post in an office to which the rules apply to a vacancy in another office to which these rules also apply shall, for the purposes of Rule 14, be held to be the filling up of a vacancy.

18. Before a person who is not already in Government service is actually employed in any office, he must produce a certificate from a Government medical officer of or above the rank of Surgeon to the effect that he is in good health and of a sound constitution.

19. All candidates for the Lower Division, whether selected by examination or nominated, who receive appointments, and such candidates for the Upper Division as are recruited by open competition, will be on probation for twelve months; and if at any time during that period, or at its close, their work is not considered satisfactory by the head of the office in which they are employed, they will receive their discharge, and will have no claim to gratuity or compensation on that account.

20. The above rules will apply to the Secretariat Offices * of the Government of India, except the Foreign Department, and the Department† of Finance and Commerce, and the Office of the Accountant-General, Military Department, whenever the latter Department or office fill vacancies by recruitment of officers already holding clerical appointments in any Government Account Office. When the Department of Finance and Commerce and the Office of the Accountant-General, Military Department, do not recruit in this manner, the rules will apply. They will also apply to the Offices of—

Home Department Resolution No. $\frac{39}{2979-2984}$ dated the 13th November 1888.

‡ { The Sanitary Commissioner with the Government of India,
The Surgeon General with the Government of India,
The Director General of the Post Office of India,
The Northern India Salt Revenue Department,
The Inspector General of Forests,
The Director General of Telegraphs,
The Accountant General, Public Works Department,
* The Consulting Engineer to the Government of India for Railways, Calcutta,
The Surveyor General of India,
The Director of the Geological Survey,
The Meteorological Reporter to the Government of India,
The Commissary General-in-Chief,
The Commissary Generals of Circles,
The Director General of Ordnance in India,
§ The Inspectors General of Ordnance, Eastern and Western Circles,
The Principal Medical Officer, Her Majesty's Forces,
The Office Establishment of the several Arsenals, Depôts, and Factories in Bengal,

and to such other Imperial and Provincial offices as may hereafter be notified as having adopted them.

21. On the occurrence of any vacancy hereafter in the Lower Division of any office which has to be filled by open competition under these rules, when no candidate qualified under the rules is available to fill such vacancy, appointments may be made under Rules 14 to 16.

22. These rules shall take effect from the date of their issue.

23. Copies of these rules may be obtained on application at the office of the Home Department, Calcutta.

* These rules do not apply to the Traffic and Statistical Sections of the Railway Branch of the Public Works Secretariat and the Office of the Consulting Engineer to the Government of India for Railways, Calcutta, when these sections and office fill vacancies by recruitment of officers already serving in the Offices of the Traffic Superintendents and District Officers on the State lines (Home Department Resolution No. $\frac{22}{1361-1382}$, dated the 5th August 1889).

† These rules do not apply to classes VII (Rs. 50—75), VIII (Rs. 35—50), and IX (Rs. 25—35) of appointments in the Statistical Branch, and to classes IX (Rs. 25—35) and X (20—25) in the General Branch of the Department of Finance and Commerce. That Department has also authority to recruit, without reference to the rules in the case of appointments in class VIII (Rs. 35—50) in its General Branch, at any time when it considers it necessary to do so; but ordinarily recruitment to that class will be from passed candidates. No clerk, other than a passed candidate, who enters the classes now exempted from the operation of the rules after the date of this Resolution, is eligible for promotion to the classes above class VII in the Statistical and class VIII in the General Branch, except in accordance with Rule 14 of these rules (Home Department Resolution No. $\frac{22}{1445-1450}$, dated the 15th September 1891)

‡ These rules do not apply to the Office of the Statistical Officer to the Government of India in the Sanitary and Medical Departments (Home Department Resolution No. $\frac{14}{1031-1033}$, dated 21st May 1890).

§ Three appointments in the Office of the Inspector General of Ordnance, Eastern Circle, and two in that of the Inspector General, Western Circle, are reserved for soldiers possessing technical knowledge of Ordnance duties (Home Department Resolution No. $\frac{15}{1070-1071}$, dated the 31st May 1890).

C. J. LYALL,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Memorandum on the snowfall in the mountain districts bordering Northern India and the abnormal features of the weather in India during the past five months, with a forecast of the probable character of the south-west monsoon rains of 1894.

The present memorandum is drawn up in accordance with the practice of the past eleven years, and includes, *firstly*, a brief summary of the information received from various officers relating to the snowfall of the past winter or cold weather in the Afghan mountains and the Himalayan area; *secondly*, a statement of the chief peculiarities or abnormal features of the meteorology of India during the past five months; and, *thirdly*, a forecast of the probable character of the approaching south-west monsoon rains based on this information.

The forecast is based in part on the snowfall information and on the abnormal features of the weather during the past five months, and in part on a comparison with the meteorology of the previous 30 years, so far as it is available. It has hence been drawn up carefully after a consideration of all the available information, but it should, to use the words of the Famine Commission report, "*be used with due caution.*"

It is necessary to point out that the forecast is a statement of probabilities and not of certainties, and that it is liable to error from the limitation and uncertainty of part of the data on which it is based. The monsoon forecasts, as at present issued, necessarily leave out of consideration two important points on which the agricultural value of the monsoon rainfall largely depends, *viz.*:

(1) the probability of the occurrence of a prolonged break in the rains in July or August;

(2) the probability of the unusually early termination of the rains in Upper India or Bengal;

and are hence imperfect every year to that extent.

The chief features or conditions which appear to influence and determine the extension and general strength of the south-west monsoon current are as follows:

1st.—The amount and time of occurrence of the cold weather snowfall in the mountain districts adjacent to Northern India.

2nd.—The local peculiarities of the weather in India itself immediately antecedent to the advance of the monsoon currents across the coasts of India into the interior, and which it is found are generally impressed upon it during the hot weather, and are frequently more or less persistent in character. These abnormal features are on the whole best estimated by means of the variations of pressure from its normal value in different parts of India.

3rd.—Local peculiarities in the Bay of Bengal and Arabian Sea, over which the monsoon currents pass before they reach India.

The first of these conditions or factors appears to be mainly influential in determining the northern limits of the monsoon rains, heavy and prolonged snowfall in the Western Himalayan area either preventing or delaying the extension of the monsoon current over Upper India during the rainy season. Heavy and untimely snowfall in April and May appears especially to exercise a very powerful influence in this way.

The second factor appears to determine those large local district or provincial variations of rainfall during the monsoon which are evidently due to persistent local conditions or peculiarities, and not to general causes influencing the whole of India more or less.

The third and last factor is almost certainly of equal importance with the preceding two, but it is that on which information is most difficult to obtain, and is least in amount and longest in being received. In fact, information respecting the weather conditions in the Arabian Sea or Bay of Bengal is rarely received in time to be utilized in drawing up the annual forecasts.

Summary of snowfall information.

The whole of the information referring to the snowfall in the mountain districts bordering Northern India for each month of the year is now published as it is received in the India Monthly Weather Reviews.

The following gives a brief summary of the information relating to the snowfall of the past cold weather received up to date:

I.—AFGHAN MOUNTAIN DISTRICTS.

(1) Hills West of Dera Ismail Khan.

December.—No report of snowfall during this month has been received, and it is probable there were no snowstorms.

January.—There were three snowstorms during the month. Heavy snow fell during the second storm on the 20th and 21st down to 4,500 feet. The total fall was estimated at about 5 feet on the Takht Suleman.

February.—Snow fell during three periods, *viz.*, the 3rd to the 5th, the 7th, and the 16th to the 18th. The total fall on the Safid Koh was 6½ feet.

March.—Snow fell to a depth of 4 feet on the higher ranges during two stormy periods, *viz.*, 1st to 4th and the 10th.

April and May.—No snow.

(2) Kurram.

November.—A light fall occurred in the Safid Koh on the 4th.

December.—Snow fell on the Safid Koh down to 9,000 feet on the 6th. It was 9 inches in depth on the higher peaks.

The snowfall is reported to have been later in commencing and to be smaller in amount than last year.

January.—Five storms occurred during the month, the total fall on the Safid Koh being estimated at 17 feet.

Snow was lying 10 to 20 feet deep at the end of the month on the crest of the Safid Koh.

February.—Light snow fell on two occasions.

March.—There were two snowstorms during the month, *viz.*, on the 9th and 23rd.

April.—Snow fell on the 4th, 6th, 13th, and 22nd above 9,000 feet. The total fall was 1¾ feet on the crest of the Safid Koh.

The snowfall of the past winter is considered to be slightly below the normal.

(3) Hills West of Bannu.

January.—The snowfall varied from 2 to 6 feet on the neighbouring hills.

February to May.—No reports have been received for this period.

(4) Khyber District.

December.—No report has been received, and there was probably no snow on the Khyber hills during the month.

January.—Snow fell in Tirah and Bara on two occasions. The heaviest fall was on the Sur Ghar range, where it was about 4 feet.

February to May.—No snow fell.

The snowfall of the past winter is stated by the natives of the district to be below the average.

(5) Kabul.

January.—Snow fell on twelve days during the month, but the amounts were generally small. The total fall of the month in Kabul and the neighbourhood averaged nearly 2 feet.

February.—Snow fell on nine days during the month. The total amount at Kabul measured 1⅓ feet.

March.—Light falls occurred on the 4th and 7th. There was little or no snow lying on the neighbouring hills at the end of the month.

The fall during the past winter in the Kabul Valley is stated to be larger than was received during the winter of 1892-93.

(2) Murree.

The following table gives the monthly returns of the snowfall at Murree and the hills near Kahuta. The fall was approximately normal in amount and time of occurrence:

	Total fall of snow in the month of					Total of period.
	December 1893.	January 1894.	February 1894.	March 1894.	April 1894.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Murree	*Nil.*	9 1	4 10	1 10	*Nil.*	15 9
Kahuta	*Nil.*	5 0	*Nil.*	*Nil.*	*Nil.*	5 0

The following gives comparative data for the past six years:

	Total fall of snow from January to March in							Average of seven years.
	1894.	1893.	1892.	1891.	1890.	1889.	1888.	
	Ft. In.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Murree	15 9	29½	5/12	29	3⅜	7¼	6½	13
Kahuta	5 0	.18	*Nil.*	5½	⅜	4½	6	5½

II.—HIMALAYAS.

(A) The Punjab and Kashmir Himalayas.

(1) Hills to the North of Hazara.

November and December.—No snow fell during the whole of this period, except on the 31st of December.

January.—Snow fell on the higher ranges on the 1st, 2nd, 11th, the 17th to the 23rd, and again on the 27th to the 29th. The amount of cloud was much greater than usual, and it is believed that heavy snow fell on the higher ranges to the north of Hazara.

February and March.—Weather was cloudy from the 1st to the 5th, when it began to rain, and ended in snow on the 7th. From the 8th to the 10th it was fine but cloudy, when rain recommenced, and continued until the 17th. There was a heavy fall of hail on the 20th. Rainy weather again set in on the 28th, and continued until the 2nd of March. It rained again from the 4th to the 7th. There was a shower of sleet on the 10th, of hail on the 11th, and of rain on the 14th and 15th. In the intervals it was cloudy.

The following gives the reported accumulation on the hills in this district on the 15th of each month from January to March:

Hill.	Depth of snow on the 15th of		
	January.	February.	March.
	Feet.	Feet.	Feet.
Kagan Hills	2	9	2
Konsh and Bhagarmang Hills	1	7	1 to 2
Kagan higher mountain	6 to 10	9 to 12	3 to 4
Black Mountain (crest)	3	4?	1?
Bhaliji Hills	...	10	...

The snowfall has been on the whole less than usual.

(3) Kashmir (Srinagar).

The following gives a statement of the snowfall at Srinagar in the Kashmir Valley:

Month.	Number of days on which snow fell.	Total snowfall of month.
		Ft. In.
January	13 days	4 3
February	9 „	2 6
March	2 „	0 10
Total	...	7 7

The snowfall was larger in amount than usual. The chief feature of the winter was frequent bad weather with moderate snowfall.

(4) Gilgit.

The snowfall was lighter than usual in November and December, but was heavy in January and February, and the total snowfall of the winter was hence considerably above the average.

(5) Sarikol (Tashkurghan).

December.—Snow fell on the 23rd, 29th, and 30th. The total fall was about 6 inches.

January to April.—No reports received.

(6) Kashgar.

Month.	Number of days on which snow fell.	Amount of fall.
		Ft. In.
December	1	0 7
January	5	0 11
February	*Nil*	*Nil.*
March	6	0 4

(7) Leh (Ladakh).

A series of unusually interesting reports have been received from the Revd. Mr. Shawe, Superintendent of the Leh Observatory. The following gives a summary:

December.—There were light falls on the 19th and 26th. The snow fell down to 10,000 feet, but quickly melted.

January.—Snow fell in the Upper Indus Valley on the 3rd, 4th, 5th, 11th, 18th, 19th, 20th, 21st, 22nd, and 27th. The snowfalls were unusually extensive, and were even heavier to the south and south-west than in Leh. All the higher passes were closed, and the Zoji pass on the Kashmir road was very deep in snow. The Poto Pass (60 miles west of Leh and 13,000 feet high) was blocked by the falls of the 21st and 22nd—an event stated to be of very rare occurrence.

February.—Snow fell on fourteen days during the month. The falls were generally light at Leh itself, but were heavy on the neighbouring mountain ranges. The whole of the Indus Valley as far down as Skardo was at the end of the month completely under snow. All the passes were blocked at the end of the month, the best known landmarks being covered. By the known height of such landmarks the accumulation of snow was estimated at 20 feet on passes 17,000 feet high. In the open valley snow has been lying continuously since January 21st—a very rare occurrence. The snow line has been steadily below 8,000 feet according to reports received from neighbouring valleys.

March.—Snow fell on the 1st, 2nd, 3rd, 4th, 11th, and 14th in the Upper Indus Valley. The snow line on the 21st was 10,000 feet in exposed situations.

The following additional information is extracted from a letter received from Mr. Shawe, dated the 15th March: "The past winter is quite unprecedented. This opinion is fully borne out by the records of the observatory as far as they go. The total snowfall registered here since November 1st has exceeded three times the average fall of all years since 1885. The past winter has been characterized by an unusual number of snowfalls. From the beginning of December till the middle of March there has been at least one fall every week, whereas usually many weeks pass without any snow.

"The large area of snowfall is also remarkable. I have questioned people from all parts, and have always heard the same report. If anything, more snow seems to have fallen lower down the Indus Valley than in the higher parts. Many passes usually open have been either temporarily or entirely closed, so that information from some districts has been entirely unobtainable. In ordinary years the snow seldom remains on the ground for more than two or three days, but since January 21st the whole country has been continually covered with snow. For the past fortnight a steady, but slow, thaw has set in, so that fields in the Indus Valley at 10,500 feet are now free from snow. So are rocky slopes viewing south up to 12,000 feet. But round Leh itself (11,500 feet) there are still 4 to 6 inches of snow on the most exposed fields."

The snowfall of the past winter in Ladakh is stated by Mr. Shawe to be altogether abnormal and in the general opinion of natives "unparalleled," and is lying much longer than usual owing to the protracted severity of the weather.

April.—Snow fell on the 3rd, 4th, 5th, and 6th down to 10,500 feet, but melted rapidly. The snow line at the end of the month was at about 13,000 feet on the southern slopes of the mountains. The weather from the 7th to the end of the month was bright and sunny.

(8) LAHOUL.

The following gives a statement of the snowfall:

Month.	Number of days on which snow fell.	Total snowfall of month.
		Ft. In.
December	2 days	0 3
January	17 ,,	3 6
February	14 ,,	4 3
March	11 ,,	5 4
April	3 ,,	2 1
TOTAL	...	15 5

The winter was not nearly so cold as last year. The snow frequently fell so wet that it could not be accurately measured. The season was also more windy than usual and snow unusually frequent; but there were no excessive falls, and "no snowstorms properly so-called." The natives of Lahoul estimate that a fall of 1 foot of snow in the valley (height 10,000 feet) means a fall of 2 to 3 feet on the Rotang and Bara-la-Cha passes (height 13,000 and 16,000 feet respectively), and hence they estimate the fall during the past winter at these elevations at from 25 to 40 feet.

A later report states much snow has fallen on the hills of Lahoul from the 10th to the 16th of May. At Kailang it fell mostly in the form of sleet; 2·85 inches were registered at Kailang during this period, equal to more than 2 feet of snow. The quantity of snow on the hills above Kailang, which has fallen from the 10th to the 16th of May, appeared to be large, very likely from 4 to 5 feet or more.

(9) CHAMBA.

December.—There were frequent slight falls on the higher ranges above 12,000 feet. The first heavy fall of snow commenced on the 31st.

January.—There were four periods of stormy weather and snowfall, *viz.*, 1st to the 3rd, the 10th to 15th, the 17th to 20th, and the 27th and 28th. The snowfall descended to 3,000 feet on the 20th. The month was unusually cold and windy, and rain often fell with the snow up to the greatest elevations at which measurements were made (8,500 feet).

February—Was less stormy than January, and snowfall much smaller in amount. There was also much rain at the lower elevations (below 9,000 feet) between the snowstorms.

March.—The weather was cold and windy, and snowstorms were of occasional occurrence, and heavy rain showers were received in the intervals between the snowstorms below 9,000 feet.

April.—No snow fell below 10,000 feet, and, so far as could be judged, little snow fell during the month on the higher elevations.

The following gives the snowfall as actually measured at five sites at different elevations in the neighbourhood of Chamba under arrangements made by the Conservator of Forests:

Month.	Tisa, 5,000 feet.	Bhandal, 5,500 feet.	Thanela, 7,000 feet.	Kalatop, 8,000 feet.	Killar in Pangi, 8,600 feet.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
January	1 10	4 1	12 1	12 2	8 9
February	*Nil*	0 5	3 10	1 6	6 8½
March	0 1½	0 6	2 2	1 10	3 6
TOTAL	1 11½	5 0	18 1	15 6	18 11½
Number of days on which snow fell.	11	12	26	17	44

The increase of the precipitation with elevation, which is the most characteristic feature of the cold weather storms, is very clearly shown by the preceding data.

With respect to the character of the snowfall and the accumulation during the winter, the Deputy Conservator writes: "From my enquiries and special observations it appears to me probable that the snowfall on the Dalhousie range down to about 8,000 feet was much the same as in the winter of 1890-91. Further in the interior, so far as I can judge from all the evidence I have collected, the snowfall on the first high range below Chamba has been heavier than usual, and somewhat heavier than in 1890-91. At lower elevations (below 8,000 feet) the snowfall has been smaller than usual, rain having generally fallen instead of snow. The snow accumulation at the middle of April was considerable. At one point on a ridge to the north-west of the Chamba State, at an elevation of 11,000 feet, I found some 5 feet of snow still left, and there was almost continuous snow on the cold slopes down to 8,000 feet or even 7,500 feet. On the warm slopes as a rule the snow line did not descend much below 10,000 feet. In ravines masses of snow still remain (April 15th) down to 6,000 feet. The accumulation in ravines seems larger than was the case in 1892-93, the rain falling along with the snow having apparently caused the latter to slide more than usual."

(10) KULU.

December.—There were slight falls of snow on the 7th, 8th, and 9th, and on the 26th and 28th in the Kulu Tahsil, and on the 8th and 9th in the Plach Tahsil. The snow line descended to 9,000 feet. The weather was unusually cold and cloudy during the month.

January.—No report received.

February.—Snow fell on thirteen days during the month. The lowest elevation at which it fell was 4,000 feet. Frequent rain also occurred in the lower hills, which melted the snow rapidly.

March.—There were falls of snow on twelve days in this month. The heaviest occurred on the 10th of the month, when the snow line descended to 5,200 feet.

April.—Snowstorms occurred on seven days on the higher passes and mountains (above 10,000 feet). The snow melted rapidly during the month, as weather was bright and sunny during the greater part of the month. The Rotang and other passes are not expected to be open before the 15th June.

May.—Report not yet received.

The snowfall during the winter was on the whole similar in character to that of the preceding winter 1892-93.

The following table gives the depth of snow on the 25th of each month from December to April, and also on the 25th May of the past five years on seven of the passes in this district for comparison :

Tahsil.	Name of pass.	Elevation.	Depth of snow on the 25th of					Depth of snow on the 25th May					
			January.	February.	March.	April.	May.	1894.	1893.	1892.	1891.	1890.	1889.
		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Kulu ...	Hamta . . .	14,500	...	16	15	10	...	...	7	½	12	6	7
	Rotang . . .	13,000	...	19	16	13	...	...	9	1	9	5	10
Plach ...	Bhubhu . . .	10,000	...	8	6	2	...	...	1	?	*Nil*	*Nil*	1
	Gargarasan . .	17,000	...	11	12	8	...	...	4	1	4	2	3
	Srikand . . .	15,000	...	18	20	15	...	...	15	4	32	12	50
	Bashleo . . .	11,000	...	6	8	3	...	...	...	?	1	*Nil*	*Nil*
	Jalori . . .	10,590	...	6	8	4	...	...	...	?	1	*Nil*	*Nil*

(11) Upper Sutlej Valley, Poo.

October.—Snowstorms occurred on the 18th and 27th. Snow fell down to 8,500 feet on the 18th.

November and December.—Fine weather throughout.

January.—Snow fell daily from the 31st December to the 4th January and from the 11th to the 22nd.

February.—Stormy weather prevailed from the 2nd to the 9th, during which 5 feet of snow fell, and again from the 13th to the 17th, during which period nearly 2½ feet of snow were received. There were also moderate falls on the 19th, 20th, and 28th.

March.—There was a snowstorm on the night of the 3rd, when nearly 2 feet of snow fell. Light falls occurred on the 5th, 10th, 11th, 14th, 16th, 17th, and 22nd to 24th.

April.—Snow fell frequently on the higher mountains above 12,500 feet. None fell in the valley (at Poo), except on the 6th.

The weather during the whole winter has been more cloudy and damper than usual. In the opinion of the Revd. Mr. Schreve, who has supplied the previous information, the winter is the most severe he has experienced during a residence of seven years in these hills. The natives of the district state that they do not remember such heavy snowfalls as have occurred during the past two winters.

(12) Upper Sutlej Valley, Bushahr.

The following is a brief summary of the interesting reports forwarded by the Deputy Conservator of Forests, Simla Division :

October.—Slight falls occurred at elevations above 10,000 feet on six days during the month.

November.—Snow fell on four days during the month at elevations above 8,000 feet.

December.—Slight falls were received on seven days in December.

January.—There were snowstorms on eleven days. The lowest height to which it descended was on the 4th, when snow fell at an elevation of 5,750 feet.

February.—Snowstorms occurred on twelve days. The snow fell on two of these storms (on the 3rd and 28th) as low as 5,750 feet.

March.—Light to moderate falls occurred on six days in this month. During the storm of the 24th snow fell down to an elevation of 8,000 feet.

The following brief description of the weather and of the accumulation of snow is taken from the latest report : "On the 7th of December snow fell as low as 4,000 feet, and was preceded by a slight westerly wind. In February the snow line was 5,700 feet for a few days. The snowfalls that occurred between December and the 1st March were ushered in by high westerly winds. The storms during January and February extended over the whole of Bushahr as far as could be seen, while the sky was overcast by dense masses of moisture-laden clouds *proceeding from the west.* In March the storms were more or less local. In the intervals between the snowstorms north winds prevailed with bright weather and clear skies.

"On the 30th March, when I crossed the Bishho pass (11,000 feet) between Kulu and Bushahr, the depth of snow by the gauge on the top of the pass was 6 feet 9 inches, and at 8,000 feet there were patches of snow remaining. The villagers say that there were 14 feet of snow on the pass in February, and at Marang and Tanji (10,000 feet), in Upper Kanawar, the same depth was reported. On the Balder pass over the Trans-Sutlej range into Spitti (15,000 feet) the depth of snow at date is said to be 15 feet; on the Rupin pass (15,000 feet) the same; at Runaul (10,000 feet), on the Hindustan-Tibet road, 6 feet; and the road above 8,000 feet is blocked with a large accumulation of snow varying from 2 to 6 feet in depth. Snowfalls have been unusually frequent and numerous. In Kanawar above Kilba, 6,000 feet, there is a snow bridge still over the river. East of Nachar banks of snow formed from slips have closed the road to ponies.

"The people state that the snowfall at high elevations was greater than that of last year, which was very heavy, but that below 7,000 feet it was lighter, and did not descend as low as last year; but that the rain at such elevations was heavy and continuous. Much damage has been done to houses, and great loss in cattle and sheep resulted from the long continued heavy snowfalls."

(B) North-Western Provinces Himalayas.

Kumaon.—The following gives a statement of the estimated snowfall measured in the same manner as in former years in accordance with arrangements made since the year 1890 :

Month.	Fall on Pindari and Pankua peaks.		Fall on Rahamdhura and Utadhura passes.		Fall in Malla Byans, Chandans, and Darma.	
	Ft.	In.	Ft.	In.	Ft.	In.
October 1893	1	3	6	0	4	0
November „	5	0	6	0	5	0
December „	4	6	5	0	1	6
January 1894	8	6	14	6	9	6
February „	9	6	16	6	6	0
March „	3	9	8	3	6	6
April „	0	9	1	0	1	0
Total fall in winter of 1894 . . .	33	3	57	3	33	6
Total fall in winter of 1893 . .	39	6	68	0	47	6

The snowfall reports state that snow began to fall earlier than usual in the season, and that a severe winter was hence anticipated.

The falls were as numerous as during the previous winter, but were not so heavy; and hence the total fall was less than that of the previous winter, which was the heaviest since the severe winter of 1877-78. The fall was undoubtedly above the average of previous years.

It may also be noted that these figures are in accordance with the various estimates of the snowfall now being accumulated. The fall is probably very variable in amount from year to year, but in the Western Himalayas it almost certainly averages from 50 to 80 feet in amount on the higher ranges; and hence the winter precipitation on the higher elevations of these mountains is probably larger in actual amount than the average total annual fall on the plains of Northern India.

(C) SIKKIM HIMALAYAS.

Gnatong.—The following gives a summary of the snowfall of the past winter as registered at the Gnatong observatory and a comparison with previous years:

Month.	Number of days on which snow fell in 1893-94.	Total Precipitation in			
		1893-94.	1892-93.	1891-92.	1890-91.
October	3	8·13	0·80	3·24	11·85
November	5	1·85	0·37	1·05	...
December	2	0·27	0·86	...	0·22
January	2	0·44	2·67	0·64	2·40
February	1	5·48	2·63	12·24	0·92
March	13	2·22	5·17	3·61	5·66
April	13	8·48	10·87	7·26	6·94
May 1st to 15th	5	5·93	1·87	2·63	1·66
Total of whole period	...	32·80	25·24	30·67	29·65

The chief feature of the past winter in the Sikkim mountains is the very light fall in December and January, and the heavy fall in February, April, and May. The comparison with previous years shows that the snowfall during the month of May was abnormal in amount. The total snowfall of the period is above the average, and its distribution most closely resembles that of the winter of 1891-92.

(D) ASSAM HIMALAYAS.

(1) *Kamrup.*—According to the reports received, the fall in the hills to the north of this district was much less than last year, and probably not more than usual.

(2) *Lakhimpur.*—Snow was very rarely seen on the Dafla hills during the past winter, and it is hence almost certain that the snowfall was much less than usual in the neighbouring high mountain areas.

(3) *Darrang.*—The Deputy Commissioner writes that he was informed by Bhutia traders that the snowfall was heavier than usual this winter. This, however, he points out, is opposed to the fact that the Bhutias have come down to the plains earlier than usual with produce, and this is not possible when the snowfall is very heavy, as the passes are then blocked, and the Bhutias cannot come. The Deputy Commissioner is hence of opinion that the snowfall was really lighter than usual.

Summary of the Snowfall Data.

The preceding statements indicate the general character of the snowfall of the past cold weather. The most important feature was undoubtedly that the precipitation occurred as rain to much higher elevations than usual, and hence there was no large snow accumulation on the lower ranges in March such as formed so striking a feature of last year's meteorology.

November and December were finer months than usual in Persia and Baluchistan. There were numerous disturbances in Persia in January and February, and the rainfall and snowfall were apparently much heavier than usual in that area and Baluchistan. There were occasional falls of snow in the higher ranges of the Western Himalayas in September, October, November, and December; but the winter on the whole began somewhat later than usual, and considerably later than in the years 1890-91 and 1892-93. There were several disturbances in January and February which were connected with large depressions in Persia, but they were in almost all cases feeble and diffused, and the majority of them filled up in North-Western India, and did not pass eastwards into Bengal. The rainfall of the period was hence in moderate excess in the Punjab, and was normal in Rajputana and the North-Western Provinces. The chief feature of these disturbances was that, although feeble, they chiefly affected the Western Himalayas, where the winter was much more cloudy and windy than usual and weather gloomy. The disturbances gave unusually frequent falls of snow and rain, the precipitation increasing rapidly in amount with elevation, and being unusually large in the higher elevations in the interior.

The data show in the first place that the snowfall was undoubtedly considerable, and probably above the average, in Afghanistan in the months of January and February, and was larger in amount than during the previous winter. Little or no snow fell in that area after the beginning of March, and hence the snow melted rapidly, and there was practically none on the Safid Koh at the end of April.

The snowfall was undoubtedly excessive in the higher ranges of the Kashmir and Punjab Himalayas, and was abnormally heavy in Ladakh, where it was, in the opinion of the natives of the district, "unprecedented." The information for the Karakoram mountains and the areas to the north is very small. It indicates that the snowfall was above the normal, but not to the same extent as in Ladakh. In consequence of the character of the precipitation on the lower ranges on the Western Himalayas, there was no abnormal extension of snow clad surface in April and May, and the heavy fall has probably chiefly affected the depth of snow over the higher elevations above the normal snow line, and filled up the intermediate valleys and gorges, where there are undoubtedly large accumulations of snow. There have also been occasional falls during the past two months, which have added to the snow accumulation on the higher ranges. These falls, however, so far as can be judged, have not been much more frequent or heavier than occur in ordinary years. Hence it is almost certain there is a large accumulation in the higher ranges of the Western Himalayas, and probably also in the Karakoram mountains; but, as already stated, it is chiefly an increase of depth over the area of permanent snow, and not an extension of the snow clad surface over a much larger area than usual.

Snow began to fall early on the Kumaon hills, and there were frequent snowstorms in January, February, and March. If the estimates of the snowfall may be accepted as accurate, they indicate that 40 to 60 feet fell during the winter on the higher passes and ranges, and that the fall was somewhat less than last year. This agrees with the opinion of the natives of the district.

The snowfall in Sikkim was much lighter than usual in January and February. The past three months have been unusually stormy, and the precipitation larger than usual. There were a large number of snowstorms at Gnatong in April and the beginning of May, and the weather at that station suggests that it is probable there has been more snow than usual during the past two months in the Sikkim and Assam Himalayas.

The reports received from Assam suggest that the fall on the Assam Himalayas during the winter proper (as at Gnatong) was less than usual.

The chief features may be summarized as follow:

1st.—Moderately heavy snow in Afghanistan and Baluchistan in January and February. The winter closed earlier than usual, and snow melted rapidly in March and April.

2nd.—Frequent rain and occasional snow on the lower ranges of the Western Himalayas, and more frequent snow on the higher ranges. The snowfall was exceptionally heavy in Ladakh, and probably on the Karakoram range. There was hence a large accumulation on the higher ranges of the Kashmir and Punjab Himalayas during the months of February and March; but it is probable that the chief result at the present time is a greater depth of snow over the permanent snow area and not an abnormally large extension of snow clad surface.

4th.—Moderately heavy snowfall on the North-Western Provinces Himalayas, but less than in the preceding winter.

5th.—Unusually light snowfall during the months of January and February on the Sikkim and Assam Himalayas; but there have probably been heavy falls on the higher ranges during the past two months.

6th.—The snowfall hence chiefly occurred during the winter months, and the fall has, so far as can be judged, not been excessive during the past two months.

7th.—The snow accumulation in May was probably large in the region of permanent snow on the Western Himalayas, but there was no abnormal extension of snow clad surface.

Abnormal features of the meteorology of the previous eighteen months.

The year 1893 was in its meteorological features in India the most remarkable during the past twenty years. The winter of 1892-93 was of exceptional severity in the Western Himalayas. The snowfall was abnormally heavy and the temperature exceptionally low. In the plains of Northern India a rapid succession of storms gave abundant rain. The cold weather was prolonged until nearly the end of March, and the month of March was the coolest experienced for many years in Northern and Central India. It was also remarkable for the exceptionally heavy rainfall over the greater part of the peninsula, the Central Provinces, and Central India, many districts of which received upwards of ten times their average normal fall. Fine normal weather set in over the whole of Northern India and the hill districts in the last week of March, and the large snowfall accumulation melted rapidly in April, and ceased to affect the weather in Northern India in May. Temperature was below the average to a moderate extent in April and May over the whole of Northern India. Notwithstanding this, temporary advances of humid winds occurred earlier than usual in the Bay, and gave rise to a fierce cyclonic storm in May. The monsoon rains were established about the normal date in the coast districts, and extended more rapidly than usual into the interior, general rain commencing in the Punjab and Rajputana in the fourth week of the month. The currents were stronger than usual and very steady, and the whole of India (with a few local exceptions, including parts of the west coast districts, Southern India, and Berar) obtained abundant rain. The fall was most largely in excess in the Punjab, Rajputana, and the North-Western Provinces, and in Hyderabad (Deccan) and North Madras.

The rains terminated about the usual period in North-Western India. The Bay current was determined chiefly to Bengal and Burma in October and to the Peninsula in November. The rainfall was excessive in some parts of Madras,

and was above the normal over the whole of Madras and the Deccan. The chief feature was the abnormal extension of these humid winds to the Central Provinces and Central India, which had damp, cloudy weather with excessive temperature in November, instead of the usual cool and dry weather of the month. The humid current withdrew unusually early from the Bay in the first week of December, and the rainfall of that month was hence considerably below the normal in Southern India. Fine settled weather prevailed over the whole of Northern and Central India during the month.

As already stated, the year was characterized by very striking features, of which the following were the chief:

1st.—The mean temperature of the whole of India for the year was 1·33° lower than the normal. The greatest deficiency recorded during the previous 20 years was ·61° in 1884. The year was hence abnormally and remarkably cool.

2nd.—The mean rainfall of the whole of India was in excess for each of the four seasons into which the year is divided. The total rainfall of the year was more or less in excess in all of the rainfall divisions of the Empire, except the Malabar and Ghats, where, however, it was only 7 per cent. below the normal. The mean rainfall of the year of the whole of India and Burma (making due allowance for the magnitude of the areas represented by the rainfall stations) was 8·94 inches above the normal amount, which is 42 inches.

The rainfall of the Indian area (measuring over one-and-a-half million square miles) was hence nearly 22 per cent. in excess of the normal.

3rd.—As might be expected, the year was much damper and more cloudy than usual.

4th.—A most interesting and instructive feature is that although the south-west monsoon was more vigorous and the rainfall less unequally distributed than usual over the whole area (that is, it was most largely in excess in the interior districts, which usually receive the least rainfall, and in slight excess or normal in the coast districts, which obtain the heaviest precipitation) the antecedent conditions in India itself were not such as to indicate abundant and well distributed rainfall. The winter snowfall had been excessive (although it was not prolonged into April and May), and the hot weather was shorter and less intense than usual over the whole of Northern and Central India. The pressure conditions in May were not characterized by any large abnormal features. The utmost that could be said was (as stated in last year's forecast) that the conditions over India were not unfavourable to well distributed rains. The whole of the circumstances show clearly that the strength of the monsoon throughout was due to conditions in the sea area from which it advances, and probably in the south-east trades, and not to the conditions obtaining in India. It is a very striking example of the value of this factor, the importance of which has been pointed out in previous forecasts, but which it is not as yet, in the absence of information, possible to take into account in drawing up the forecasts. With the extension of telegraphic communication to the Seychelles and Mauritius, it would seem to be advisable to establish observatories there to supply daily weather telegrams to India, as they would, in the course of a few years, probably give sufficient data to furnish the information suggested above as necessary.

The following gives a very brief summary of the chief features of the meteorology of India during the past five months:

January.—Pressure was ·020 inch in defect in India. The local variations were small, pressure being in slight defect in Burma and North-Eastern India, and in excess in North-Western India. Pressure was considerably in defect at the hill stations relatively to the neighbouring plains, a condition which invariably

accompanies more disturbed weather than usual in the hills. A series of four disturbances affected North-Western India. They were very ill-defined and feeble, and gave rain to North-Western India only. The rainfall of the month was largely above the normal in the Punjab, and was in moderate excess in Rajputana, Sind, and the western districts of the North-Western Provinces. No rain fell during this month over nearly the whole of Burma, Bengal, Bihar, Chota Nagpur, and the Peninsula. Temperature was below the normal in North-Western India, the day temperature being largely in defect, and the night temperature normal or in slight excess. Temperature was above the normal over the remainder of India, but the variations were not large. The temperature conditions were hence mainly determined by the rainfall distribution. Frequent falls of snow occurred in the Western Himalayas and Afghanistan, but the weather was not so cold as in the previous winter, and the snow did not fall so low down as usual.

February.—Pressure was in slight excess by amounts averaging ·010 inch. It was in slight local excess in the Punjab and in moderate excess at the hill stations relative to the plains of Northern India. There were three periods of disturbance during the month in Northern India. Weather was very unsettled in Persia and Baluchistan, and much heavier snow and rain fell in these areas than usual. The disturbances in India were very feeble and diffused, but they nevertheless gave general and light to moderate rain in the plains of Northern and Central India. No rain fell in Lower and Central Burma, Bombay, North Madras, and the Madras Deccan. The precipitation of the month was in large excess in the Western Himalayas and Baluchistan, and was normal or in slight to moderate excess over the greater part of Northern India. It, however, occurred as rain to much higher elevations than usual in these areas. Temperature was in slight excess in North-Western and Southern India, and was in moderate to large excess in a broad belt stretching from Rajputana and Gujarat to East Bengal and Assam. As in January, the air was damper and skies more cloudy than usual over the whole of Northern and Central India and the North Deccan.

March.—The mean pressure of the month was ·017 inch below the normal. Pressure was, as in January, locally in slight defect in North-Eastern India and Burma, and in very slight local excess in North-Western India. Pressure was in slight relative defect at the hill stations. The month was unusually disturbed. A storm of the cold weather type gave heavy rain in Upper India in the first week of the month. Hot weather disturbances (giving rise to thunderstorms) were very frequent in East Bengal and Southern India, and these areas (more especially Malabar, South Madras, and East Bengal) had hence much larger total amounts of rain than usual. The rainfall in other districts did not vary much from the normal, except in Assam, where it was considerably in defect. There was much more cloud than usual, and weather was unsettled and showery with strong winds in the Punjab hill districts. The mean temperature of the month was in slight excess in Burma and the Peninsula, but was below the normal over the whole of Northern and Central India. The deficiency was large and marked in the Punjab and North-Western Provinces (averaging 3°). It was somewhat greater in the day than the night temperature, and was hence due to conditions and actions which slightly delayed the complete setting in of the hot weather in Upper India.

April.—The mean pressure of the whole of India was ·019 inch below the normal. The local variations of pressure were very small, and the pressure distribution was practically normal. The mean temperature of the month was slightly higher than usual in Burma and Assam, and also in Sind, Rajputana, Kathiawar, and Gujarat; but the variations were less than 2° at all stations, and less than 1° at the great majority of stations in India. The temperature and pressure conditions of the month were hence approximately normal. The only important abnormal feature was the very strong tendency to northerly winds at the Upper India hill stations.

May.—The mean pressure of the Indian area was considerably in defect (—·023 inch), due chiefly, if not entirely, to the prevalence of very strongly marked hot weather conditions. The area of greatest excess of temperature included the

Gangetic plain and West Bengal, and hence pressure was relatively to the general condition in considerable defect in that area. The deficiency was largest in the area defined by the following stations:

	Variation of mean 8 A.M. pressure of month from normal.	Anomaly.
	in.	in.
Roorkee	—·067	—·044
Gorakhpur	—·071	—·048
Darbhanga	—·080	—·057
Patna	—·078	—·055
Gaya	—·066	—·043
Burdwan	—·070	—·047
Purnea	—·068	—·045
Dhubri	—·061	—·038
Sibsagar	—·067	—·044

Pressure was, on the other hand, relatively to the general condition considerably in excess in the Peninsula and Burma. The excess was large in the western half of the Peninsula, Gujarat, and Kathiawar. The following gives data illustrating this feature:

	Variation of mean 8 A.M. pressure of month from normal.	Anomaly.
	in.	in.
Rajkot	+·036	+·059
Deesa	+·028	+·051
Neemuch	+·022	+·045
Indore	+·024	+·047
Malegaon	+·022	+·045
Bombay	+·027	+·050
Poona	+·021	+·044
Sholapur	+·021	+·044
Bellary	+·028	+·051
Ratnagiri	+·037	+·060
Belgaum	+·024	+·047
Karwar	+·027	+·050

This combination of conditions, *viz.*, increased pressure in Western India and very deficient pressure in the Gangetic plain, transferred the low pressure trough to a position considerably further north than usual, and during two periods in the month, *viz.*, from the 13th to the 17th and the 23rd to the 28th, it lay along the foot of the hills. The westerly winds of Northern and Central India had hence an abnormal development during the month, and more especially during

these periods. The southerly winds in Bengal were also exceptionally strong during these two periods. One of the more important features of the month was hence the abnormally vigorous air movement over the whole of India (except South Madras) produced by the exaggerated hot weather conditions of the month in Northern India.

The following table gives data illustrating the mean temperature conditions of the month :

Division.	Variation from normal of month of		
	Maximum temperature.	Minimum temperature.	Mean temperature.
Burma	— 3·0	— 0·6	— 1·8
Assam	+ 0·2	+ 0·2	+ 0·2
Bengal	+ 1·8	+ 1·6	+ 1·7
Bihar	+ 3·1	+ 3·0	+ 3·1
Chota Nagpur	+ 5·3	+ 4·2	+ 4·8
North-Western Provinces and Oudh	+ 3·8	+ 2·0	+ 2·9
Punjab	+ 3·3	+ 2·4	+ 2·9
Sind	+ 0·7	+ 0·2	+ 0·5
Rajputana	+ 1·3	+ 1·7	+ 1·5
Central India and Gujarat	+ 0·1	+ 0·2	+ 0·2
Central Provinces and Berar	+ 1·3	+ 1·0	+ 1·2
Bombay	+ 0·3	+ 0·2	+ 0·3
Madras	+ 1·3	+ 0·3	+ 0·8

The following gives a summary of the rainfall of the cold weather and hot weather periods of the present year :

Division.	Cold weather Rainfall.		Hot weather Rainfall.	
	Variation from normal.	Percentage variation from normal.	Variation from normal.	Percentage variation from normal.
	Inches.		Inches.	
Burma	—0·35	—97	+6·26	+58
Assam	+1·05	+48	+1·58	+5
Bengal	—0·94	—66	—2·02	—17
Bihar	—0·55	—44	—2·65	—67
Chota Nagpur	—0·92	—62	—3·46	—70
North-Western Provinces and Oudh	+0·97	+60	—0·80	—50
Punjab	+1·75	+78	+0·34	+14
Sind	+1·20	+162	—0·44	—92
Rajputana	+0·59	+81	—0·43	—37
Central India and Gujarat	+0·30	+53	—0·45	—68
Central Provinces and Berar	—0·11	—14	—1·30	—74
Bombay	+0·12	+50	—1·44	—28
Madras	+0·35	+65	—0·56	—15

The following summarizes the chief features of the meteorology of the past five months, which require to be taken into account in estimating the distribution of the rainfall of the approaching monsoon :

1st.—The abnormal distribution of the snowfall of the past winter.

2nd.—The slightly marked abnormal pressure and temperature features of January and February, which were in accordance with the distribution of the snowfall in the Western Himalayas.

3rd.—The prevalence of somewhat more disturbed weather than usual in March, as is generally the case after heavier snowfall in January and February in the Western Himalayas. The amount of disturbance was, however, feeble when compared with the disturbed weather of 1891 and 1893. This disturbed weather in March was followed by normal pressure and temperature conditions in April and by exaggerated hot weather conditions in May.

The pressure conditions of the hill stations relative to the plains in May were in accordance with the strongly marked hot weather conditions in the plains. There has, however, been an undue prevalence of northerly winds at the Upper India hill stations probably due mainly to the temperature and pressure conditions of the adjacent plains of Northern India. It is, however, possible that these winds may have been in part an effect of more stormy weather and of increased snow in the higher and interior ranges during the hot weather months, and hence indicate an abnormal action that may require to be taken into consideration.

There have been no strong temporary advances of humid winds in the months of April and May such as occurred last year—an indication that the south-east trades are certainly not so vigorous as last year (when there is some evidence they were much stronger than usual), and very probably not above their normal strength, and possibly below it.

Comparison with previous years.

During the past 26 years the snowfall in the Himalayas was very heavy and more or less considerably above the normal in the years 1868, 1877, 1878, 1883, 1885, 1889, 1891, and 1893. In all the years, except 1889 and 1893, general heavy snow fell either in April or May, or in both months, in the Kashmir and Punjab Himalayas, and these months were unusually cool in Northern or North-Western India. The pre-monsoon conditions of pressure and temperature were hence in the majority of these years very different from those prevailing during the present year up to the end of May. As already pointed out, the present year exhibits the combination of heavy to excessive snowfall during the normal winter period (January to March) in the Kashmir and Punjab Himalayas, and of strongly marked hot weather conditions in Northern India in April and May.

The following gives a brief statement of the chief features of the years 1883, 1887, 1889, and 1890, which more or less resemble 1894 in their hot weather pressure and temperature conditions :

1883.—Very heavy snow fell in the Punjab and Kashmir Himalayas in January, and again in the last week of May, but little in February, March, and April. Temperature was in excess in February, April, and May, and slightly in defect in January and March in Upper India. The pre-monsoon pressure variations were neither large nor persistent. The monsoon was considerably retarded on the West Coast, and did not set in strongly at Bombay until the 24th June.

The Peninsula received normal or abundant rain. There was a more or less general deficiency in Northern India, but the chief features in the rains were a long break in August and their early termination in Northern India in September. The North-Western Provinces and Bengal were chiefly affected, and the autumn crops in Bengal suffered greatly from drought in October and November.

1887.—The cold weather was unusually free from cold weather storms, and the snowfall in the Western Himalayas was very light.

March and April were warmer than usual in North-Western India and the Central Provinces, and May was an excessively hot month in Upper and Central India. Although little rain fell in the plains of Northern India, moderately heavy snow is stated to have fallen in January and March in the Western Himalayas. Pressure was in slight to moderate defect on the average of the whole Indian area during the period January to May. It was relatively to the general condition in considerable defect in Northern India, the deficiency being large in Upper India (—·05 inch) and moderate in North-Eastern India. It was in considerable excess in the west of the Peninsula, the excess averaging ·06 inch in the Konkan and Malabar Coast Districts. Temperature was 6° above the normal in May in the Punjab and 3° in the North-Western Provinces.

The Bengal current set in earlier than usual at the end of May, and the Bombay current about the normal time in the first week of June. Both currents gave fairly steady rain during the months of June, July, and August. They retreated from Upper and Central India at the end of the third week of September. The monsoon rainfall was in slight defect in Arakan, Bengal, Assam, and Orissa, normal in Burma and the Deccan, and in excess over nearly the whole of North-Western and Central India and the Central Provinces.

1889.—The cold weather of 1888-89 was remarkable for very heavy rainfall in Northern India, more especially in the Punjab, due to a succession of disturbances in January and February. Heavy snow fell on the Western Himalayas during these months, alternating with rain at elevations below 9,000 feet. The snow accumulation in April and May was not large, and exercised little influence on the temperature and other conditions of the hot weather in Northern India. Temperature was more or less above the normal in Northern India, the excess being greatest in Bengal and Burma. The excess in May averaged 4° in Lower Burma and nearly 6° in Bihar, Chota Nagpur, and West Bengal. Pressure was in moderate excess over the whole Indian area from January to May. It was locally in considerable defect in North Eastern India and in moderate relative defect in Upper India.

The monsoon commenced later than usual on the Malabar Coast, but advanced unusually rapidly in the second week of June, and was established over the whole of India by the 13th. The rains continued with great steadiness throughout June, July, and August, and terminated earlier than usual in Upper India at the end of the first week of September. The rainfall was above the normal, except in the Punjab, Sind, Cutch, Gujarat, and Burma, the deficiency being small in the latter area. It averaged 13 per cent. in the Punjab, where it was greatest.

1890.—The cold weather was unusually dry and free from storms.

The snowfall was less than usual in Baluchistan and Afghanistan, and occurred in January and February. There was much less snow than usual in these months in the Western Himalayas. Moderate snow fell in March and heavy snow for a short period during the last week of April. It, however, melted rapidly, and its effect on the meteorology of Northern India was very brief. Pressure was in general defect from January to May in India. Pressure in May was relatively to the general condition in slight defect in Northern India, and in moderate excess on the western half of the Peninsula. The anomalies were, however, not at all strongly marked during the hot weather. Temperature was 2° in excess in May in Rajputana and the Deccan, and the temperature variations were hence not large.

The hot weather months of March, April, and May were hence somewhat drier and hotter than usual in Northern India. The south-west monsoon rains set in earlier than usual on the Bombay Coast, and at their normal date on the Bengal Coast. They advanced more rapidly than usual into the interior, and were fully established over the whole of India in the beginning of the fourth week of June. The rains were unusually abundant in June and July, and on the whole normal, but unequally distributed in August and September. The rainfall of the south-west monsoon period was hence normal or in excess over by far the greatest part of India. The excess was greatest relatively to the

normal in Bihar (34 per cent.), the Punjab, Orissa, Bengal, and the Konkan (slightly exceeding 10 per cent.). The rainfall of the period was practically normal in the Central Provinces and the Deccan. It was in moderate defect in Upper Burma, Gujarat, Sind, and Southern India.

The chief features of the year 1893 have been given above. A comparison of the brief accounts of the years 1883, 1887, 1889, and 1890 with the meteorology of the present year shows that the resemblances are slight, except in the case of the year 1889, which in its more important features agrees approximately with the present year.

Probable character of the south-west monsoon of 1894.

The present year is the fourth of a series of years characterized by very marked and exceptional meteorological features. It was pointed out in last year's forecast that the conditions in the winter of 1892-93 were so very unusual in character as to point to the existence of abnormal conditions over a far larger area than India. The year 1893 was even more remarkable than was anticipated in last year's forecast. It was the coolest year on record in India, the mean deficiency being more than twice as great as has been experienced during the past twenty years, and the rainfall of the year was much greater than has been received many years during the past thirty years. Years of increased rainfall in India as a rule occur in pairs. The two years previously in which the largest excess was received were as follows:

	Average rainfall of whole of India.	Excess in inches.
1878	47·43	+6·14
1879	42·78	+1·69

giving a total excess in two years of 7·83 inches.

The rainfall of the year 1891 was 3·54 inches in defect for the whole of India, and the rainfall during the past two years has been very largely in excess, as is shown by the following:

	Average rainfall of whole of India.	Excess in inches.
1892	46·18	+5·09
1893	50·16	+9·07

being a total of 14·16 inches, or nearly twice the largest known previous excess. There is hence a slight antecedent probability from previous experience that the rainfall of the present year will be in defect, but this makes no allowance for the remarkable and anomalous features of the period through which India is passing.

The abnormal features of the pressure, temperature, and other conditions of the present year are very strongly marked, and the probable effect of these in determining and modifying the rainfall of the approaching monsoon period are stated below. It should, however, be remarked that in drawing up the forecast if too large or too small a weight or value be given to any one of these abnormal conditions, the divergence of the forecast from the actual will be greater in a year like the present year than in ordinary years.

The peculiar features of the meteorology of the cold weather months of 1894 in India were—

(1) Heavier precipitation in the plains of Northern India and in the Western Himalayas during the months of January, February, and March than usual. The precipitation was abnormal in one important respect, *i.e.*, that it occurred as rain to much higher levels than usual.

(2) Increased snowfall on the higher and interior ranges of the Western Himalayas, more especially in Kashmir.

(3) Decreased snowfall in the Eastern Himalayas in January and February.

(4) Temperature in March was in moderate defect and pressure in slight excess in North-Western India, and temperature was in moderate excess and pressure in moderate defect in North-Eastern India.

The snow accumulation at the beginning of the winter of 1893-94 was probably about normal in amount. On account of the unusual character of the precipitation during the winter there was undoubtedly in February a large excess of snow in the interior of the Punjab and Kashmir Himalayas; but, as pointed out above, this has probably chiefly added to the depth of the snow in the ordinary area of perpetual snow and the intermediate valleys, and has not given a large extension of snow clad surface, except perhaps to the northwards in Thibet. The conditions in India in the month of March show fully that the influence of the snow accumulation at the end of the winter was very slight. Snow has fallen to some extent in both the Western and Sikkim Himalayas during the past two months. The few reports that have been received do not indicate to what extent this has modified the pre-existing conditions; but, so far as can be judged from the statements, the snowfall during the past two months has not appreciably altered the character of the snowfall accumulation in the interior.

This inference from the reports themselves is confirmed by the character of the weather in India during the past two months. The conditions of pressure and temperature in April were very approximately normal, but with a slight tendency towards more strongly marked hot weather conditions than usual in Northern India. It was in fact a transitional month between a month somewhat cooler and more disturbed than usual, and a month of very strongly marked hot and dry weather conditions in May. The following summarizes the chief features of the month of May:

(1) Deficient pressure on the average over the whole of India.

(2) Very deficient pressure locally in Northern India accompanying temperature largely in excess, more especially in West Bengal, Bihar, and Chota Nagpur. The local deficiency of pressure was greatest in that part of Northern India adjacent to the area of least snowfall in the Himalayas, and in which temperature was most largely in excess.

(3) Increased pressure locally in the western half of the Peninsula, Gujarat, Cutch, and South-West Rajputana.

These local conditions (the most marked during the past fifteen years) will undoubtedly modify the rainfall distribution of the south-west monsoon considerably. They will probably determine the Bay current more largely than usual towards Burma, Assam, East and North Bengal, and the Bombay current more to the Central Provinces, Central India, and the North-Western Provinces, and less to Upper India (except perhaps the immediate neighbourhood of the hills) than usual.

The mean position of the trough of low pressure will very probably be further north than usual on the average of the whole period.

The conditions in India during the past three months are on the whole favourable, and indicate that it is probable the monsoon currents will be at least of normal strength. The information received up to date from ships and other sources of information of the conditions in the neighbouring seas, and more especially in the northern half of the Indian Ocean, suggests that the south-east trades are not so strong this year as last, and that the conditions in the sea areas are not so favourable for a strong monsoon as they were last year.

It hence appears to be most probable that the monsoon currents will be of normal strength, and that the Bombay current is more likely to be above its normal strength than the Bay current. Assuming that the currents will be of normal strength, the comparison with previous years (more especially 1887, 1889, 1890, and 1892) indicates that it is most probable they will set in about the normal time on both the Bengal and Bombay Coasts. The Bombay current is more likely to be slightly retarded than the Bengal current, and there is a slight probability it may be not so strong as usual in June.

The following is a statement of the inferences respecting the character and distribution of the south-west monsoon rains of 1894 from the comparison of the antecedent conditions of the present year with those of previous years, and based chiefly on the facts and data stated above:

(1) Snowfall conditions in the Western Himalayas and the Afghan Mountains and the pressure conditions in India are favourable to the establishment of at least normal monsoon currents in India. The conditions in the Indian seas are very imperfectly known, but appear to indicate that the currents will most probably not be much above their normal strength. It is, however, *very* probable that they will at least be of normal strength. The Arabian Sea current will probably be established about its normal time on the Bombay Coast in the second week of June, but there is a slight probability it may be weak during the month of June. The current will probably advance into the interior more rapidly than usual.

(2) Conditions are on the whole favourable to the prevalence of monsoon currents of at least normal strength in the Bay of Bengal. The rains will probably be established about the normal period in Bengal.

(3) Pressure conditions are very favourable in Bengal and to a somewhat less extent in Burma. It is hence probable that Bengal will receive normal to abundant rainfall, and that the rainfall will most probably be in excess in Assam, East and North Bengal, and Bihar, and normal or in slight defect in West Bengal and Chota Nagpur, and perhaps Orissa. The rainfall in Upper Burma will probably be normal or in slight to moderate excess, and in Lower Burma normal or in slight defect.

(4) Conditions in the North-Western Provinces are on the whole favourable. The rainfall on the average of the whole province will most probably be normal. The rainfall will probably be in excess in the eastern and submontane districts, but may be in defect in the southern and western districts.

(5) Conditions are not very favourable for the greater part of the Punjab. The rainfall will probably be less than usual in the western and perhaps the central districts, but will probably be normal in the submontane districts.

(6) Conditions are also unfavourable in Sind, Cutch, Kathiawar, and West Rajputana, and it is very probable that these areas will have deficient rainfall. In Eastern Rajputana the rainfall will either be normal or in slight defect, depending largely upon the actual strength of the Bombay current.

(7) Conditions are on the whole favourable in Berar, the Central Provinces, the Bombay Deccan, and Hyderabad. It is hence probable that they will receive at least normal rainfall. The conditions are most favourable in Berar, the western and north-eastern districts of the Central Provinces, and there is hence a slight probability they may receive rainfall in moderate to considerable excess of the normal.

(8) A comparison of the conditions in Southern India and the Carnatic with those of similar years indicates that the rainfall will probably be below the average, more especially in the southern districts. It is, however, very difficult to forecast for this part of India, as rain in Southern India during the monsoon proper occurs chiefly during the intervals of breaks in the rains of Northern India, and is hence essentially of irregular occurrence.

It should be noted that the preceding probabilities are obtained on the assumption that the currents will be approximately normal in strength.

The general conclusion is that the rainfall may be deficient to a moderate extent in Sind, Cutch, West and Central Punjab, West Rajputana, and perhaps Kathiawar; that it will very probably be at least normal in amount in the northern half of the Peninsula, the greater part of the North-Western Provinces, Bihar, Bengal, Assam, and perhaps Burma, and may be in moderate to largish excess in Bengal, Assam, and Upper Burma. The amount of the deficiency and the extent of the area of deficiency in North-Western India will depend very largely upon the strength of the Bombay current. On the supposition of a normal or strong current, it will most probably not be serious.

It is too early to estimate the probability of a longish break in the rains in July or August, but there are no indications as yet of such an event.

It should be noted that in the preceding statement, when it is stated that an event is probable, the chances in its favour are at least 5 to 2, and, when very probable, at least 5 to 1.

JOHN ELIOT,

SIMLA, *1st June, 1894.* *Meteorological Reporter to the Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 2nd, 1894.

General Summary.—For the first two days of the week the distribution of pressure remained unaltered. The trough of low pressure continued to stretch along the foot of the hills as in the previous week, but conditions were modified considerably by the changes which took place by the morning of the 29th. The North-Eastern India low pressure area was again restored to its normal position, and the abnormally strong winds which had been prevailing in South Bengal decreased in strength, and were more easterly than they had been for some time past. During the next twenty-four hours pressure gave way briskly in the eastern extremity of the area of low pressure, and a depression was formed over Orissa, Ganjam, and the eastern districts of the Central Provinces. Winds continued to decrease in strength in Bengal. By next morning the barometer had fallen briskly on the Madras and Arakan Coasts, and probably over the Bay, showing the existence of disturbed and squally weather in the centre of the Bay; but there was nothing to indicate the probability of the development of a severe storm, and by next morning the depression had filled up.

Hot dry weather prevailed in North-Western India during the week. Only a few light showers of rain fell in the hill and submontane districts of the Punjab and North-Western Provinces. Northerly winds continued to an unusual extent at the majority of the Upper India hill stations.

Rain was more general in Bengal, and light to moderate rain continued in Burma and Southern India. Heavy falls were reported from Silchar and Akyab. Towards the close of the week winds increased considerably in strength at Colombo and on the Malabar Coast, which, with a rough sea at several of the coast stations, appeared to indicate the possible approach of the monsoon; but only a feeble advance of monsoon winds took place, giving light to moderate showers at Colombo and the Malabar Coast stations.

Temperature was largely in excess in West Bengal, Bihar, and Chota Nagpur at the commencement of the week, several stations on the 27th and 28th recording mean temperatures more than 10° in excess of the normal. But the change of wind caused by alterations in the pressure distribution reduced temperature largely in this area, and by the end of the week it was only slightly in excess.

The mean temperature of the whole of India for the whole week was ·1·8° in excess of the normal.

Daily Summary.—*Sunday.*—Pressure had given way over the whole of India, but the fall was generally small, and did not affect the pressure distribution materially. Unusually steep gradients continued, and very strong winds at the Bengal and Orissa Coast stations. Very high day temperatures were recorded, especially in the Gangetic plain; Agra, Mainpuri, and Patna recording temperatures exceeding 114°. Heavy rain was received in parts of Assam and North Bengal, and light to moderate showers in Burma and Southern India. Silchar registered 5·14 inches and Gnatong 2·25 inches.

Monday.—Pressure continued lowest in the submontane districts of the North-Western Provinces, where it averaged two-tenths of an inch in defect. Winds were not quite so strong at the Bengal and Orissa Coast stations, and easterly winds had extended into the eastern districts of the North-Western Provinces. Rain had fallen in Mysore, Assam, North Bengal, and Burma. Akyab received 3·01 inches, Gnatong 3·27 inches, Bassein 2·9 inches, Mandalay 2·23 inches, Chittagong 2·12 inches, and Diamond Island, Bhamo, Rangoon, and Mysore amounts exceeding one inch.

Tuesday.—Pressure had decreased very slightly in Burma and increased over the whole of India, considerably modifying the position of the area of low pressure, which now extended from the South-East Punjab to Chota Nagpur. Very high temperatures were recorded in North-Western India, the most remarkable being 120·1° at Jacobabad and 116·9° at Montgomery. The following falls of rain exceeding one inch were reported: Diamond Island, 2·05 inches; Rangoon, 1·15 inches; Bassein, 1·09 inches; and Akyab, 1·08 inches.

Wednesday.—A considerable change had taken place in the distribution of pressure. A shallow depression with a feeble cyclonic circulation of winds covered the Central Punjab, and another low pressure area had formed in Orissa, Ganjam, and the eastern districts of the Central Provinces. Chittagong had received 2·4 inches of rain, Jessore 2·12 inches, Narayanganj 1·61 inches, and Silchar 1·08 inches.

Thursday.—Pressure had given way on the Madras and Arakan Coasts, and hence probably over the Bay; and the eastern extremity of the depression of the previous day had extended over the north-west of the Bay. Winds had decreased very rapidly in strength at the head of the Bay, and were below their normal strength in South Bengal. Temperature had increased very rapidly in the Central Madras coast districts due to strong north-west land winds. Heavy showers of rain fell at Akyab (3·41 inches) and Barisal (3·23 inches), and thunderstorms and duststorms occurred in the Punjab.

Friday.—Pressure had changed by small amounts, except in the Circars, where the depression had filled up, and its distribution differed less from the normal than it had done for some time past. Winds had increased at Colombo and on the Malabar Coast, and the sea was rough at Colombo and Cochin, indicating the prevalence of strong winds in the neighbouring sea area. Rain had fallen in Burma and Bengal and at a few stations in the North-Western Provinces, the Punjab, and Southern India, but the showers were generally light. Tavoy received 2·58 inches, Akyab 2·22 inches, and Chakrata 1·02 inches.

Saturday.—Pressure had fallen slightly to briskly in Northern India and risen slightly to briskly in Southern India. It was in considerable defect in the Coromandel Coast districts. Winds continued strong at Colombo and the Malabar Coast stations. Moderate to heavy rain had fallen in Burma, where Akyab had received 7·01 inches, Moulmein 2·30 inches, and Tavoy 1·96 inches. Showers had also occurred in Ceylon, Southern India, and Bengal. Mangalore received 1·39 inches, Sibsagar 1·36 inches, Colombo 1·2 inches, and Dhubri 1·02 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	May 1894.					June 1894.		Mean variation of week.
	27th.	28th.	29th.	30th.	31st.	1st.	2nd.	
	°	°	°	°	°	°	°	°
Burma	−2·6	−4·1	−3·9	−1·8	−1·5	−0·3	−1·0	−2·2
Bengal and Assam	+4·8	+3·6	+0·9	−0·6	+0·9	+0·7	+0·1	+1·5
North-Western Provinces and Oudh	+5·9	+5·2	+4·8	+5·4	+2·6	+1·4	+1·0	+3·7
Punjab	+3·8	+1·8	+3·7	+4·9	+0·2	−1·4	+1·0	+2·0
Bombay	+1·2	+1·3	+2·3	+2·2	+2·9	+3·0	+2·7	+2·2
Central Provinces and Berar	+3·9	+2·9	+3·6	+4·1	+2·3	+2·5	+4·3	+3·4
Central India and Gujarat	+2·1	+1·1	+1·2	+0·8	−0·2	+0·3	+1·3	+0·9
Sind and Rajputana	+3·0	+2·8	+2·4	+1·2	+0·1	+1·2	+1·3	+1·7
Madras	+1·5	+2·0	+3·1	+3·3	+4·8	+4·7	+2·8	+3·2
Mean for whole of India	+2·6	+1·8	+2·0	+2·2	+1·3	+1·3	+1·5	+1·8

Temperature has been excessive over nearly the whole of India. Only in Burma was it in defect, and in Central India and Guzarat it was nearly normal. In all other provinces it was more or less in excess. The excess was greatest in the North-Western Provinces and Central Provinces, in the former province the excess amounting to almost 6° on the first day of the week. On the 28th and 30th it was nearly as much, and it was not till the end of the week that the temperature in the North-Western Provinces was reduced to slightly above the normal. The maximum temperature rose at Agra to 115·5°, which was more than 7° higher than the usual temperature at this time of the year. In the Punjab the abnormal variations of temperature were considerable, from 5° in excess on the 30th May to 1½° in defect on the 1st June. The temperature of the whole of Northern India was affected to a large extent by the change of wind caused by the alterations in the pressure distribution which commenced on the 29th. The temperature of Madras, on the other hand, rose towards the end of the week, which was due to the high temperatures recorded during the prevalence of land winds at the Madras coast stations. On the 1st June the highest temperature of the previous twenty-four hours in the whole of India was registered at one of these stations, *viz.*, Masulipatam.

The mean temperature for the whole of India and Burma together was in excess on every day of the week. For the whole week it was 1·8° in excess, which showed an abnormal increase of 0·7° over the mean temperature of the previous week.

Rainfall.—The only stations at which rain amounting to more than 10 inches during the week was received were: Pyapon in Lower Burma (13·03 inches), Akyab (19·19 inches), Nemotha in Cachar (12·45 inches), and Cherra in the Khasia and Jaintia Hills (18·28 inches). The rainfall of the week has on the whole been lighter than that of the previous week, but it has been more general, light rain having fallen in the North-Western Provinces, Bihar, Orissa, and Chota Nagpur. But only in the divisions of Lower Burma, Arakan, Eastern Bengal, Assam, Mysore, and Madras (Central) has the rainfall of the week been equal to the normal.

During the rainfall period commencing 4th March, and which ends with this week, the rainfall over the greater part of India has been largely in defect. If rainfall showing a variation of less than 20 per cent. be considered normal, in the whole of the North-Western Provinces, Central Provinces, Bombay (North), Rajputana and Central India, and the greater part of Bengal the rainfall for this period has been in defect. Rainfall has been normal in Lower and Central Burma, East and North Bengal, Assam, the Punjab Hill districts, the North-West and West Punjab, Coorg, and the greater part of Madras. It has been excessive in Tenasserim, Mysore, and the Bombay Deccan.

Snowfall.—The Revd. F. B. Shawe, Superintendent of the Leh Observatory in Ladakh, says that, according to the statements of the people, the snowfall in Nubra to the north of Leh, and separated from it by a ridge of about 20,000 feet average height, has been heavier than usual. Information regarding the snowfall on the Pamirs and in Yarkhand is contradictory. On the 14th May bad weather with heavy snow had again commenced in Leh, and the passes were again temporarily blocked.

PROVINCE.	DIVISION.	Rainfall data for week ending June 2nd, 1894.			Rainfall data from March 4th to June 2nd, 1894.		
		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, March 4th to June 2nd, 1894.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	2·95	8·11	— 5·16	39·91	26·86	+ 49
	Lower Burma	5·23	4·23	+ 1·00	16·14	15·06	+ 7
	Central Burma	1·42	3·22	— 1·80	12·65	10·68	+ 18
	Upper Burma	2·41	?	?	8·24	?	?
	Arakan	10·24	8·65	+ 1·59	19·22	25·06	— 23
Bengal and Assam	Eastern Bengal	2·98	2·51	+ 0·47	17·47	17·07	+ 2
	Assam (Surma)	9·15	6·71	+ 2·44	47·85	47·48	+ 1
	Do. (Brahmaputra)	3·86	2·80	+ 1·06	22·76	23·58	— 4
	Deltaic Bengal	1·19	1·64	— 0·45	7·69	11·01	— 30
	Central Bengal	0·56	1·74	— 1·18	5·78	8·15	— 29
	North Bengal	1·42	3·58	— 2·16	17·87	16·86	+ 6
	Orissa	0·61	1·00	— 0·39	2·94	6·29	— 53
	Chota Nagpur	0·36	0·87	— 0·51	2·29	4·52	— 49
	Bihar (South)	0·07	0·71	— 0·64	0·47	2·57	— 82
	Do. (North)	0·28	1·05	— 0·77	1·59	4·47	— 64
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·22	— 0·22	0·19	0·97	— 80
	Do. (Submontane) (*a*)	0·20	0·41	— 0·21	0·32	1·82	— 82
	Oudh (South)	0·01	0·16	— 0·15	0·23	1·09	— 80
	Do. (North)	0·06	0·31	— 0·25	0·32	1·69	— 81
	North-Western Provinces (Central).	0·01	0·13	— 0·12	0·19	0·84	— 77
	North-Western Provinces (West).	0·02	0·16	— 0·14	0·35	1·03	— 66
	North-Western Provinces (Submontane) (*b*)	0·07	0·40	— 0·33	1·13	3·01	— 62
Punjab	Punjab (South)	0·03	0·14	— 0·11	0·27	1·34	— 80
	Do. (Central)	0·01	0·19	— 0·18	0·52	1·39	— 63
	Do. (Submontane)	0·07	0·20	— 0·13	1·40	2·30	— 41
	Do. (Hill Districts)	0·08	0·28	— 0·20	6·61	7·21	— 8
	Do. (North-West)	0·11	0·20	— 0·09	4·29	4·24	+ 1
	Do. (West)	0	0·10	— 0·10	1·47	1·59	— 7
Bombay and Malabar Coast Districts (Madras).	Malabar	1·06	4·13	— 3·07	10·67	14·65	— 27
	Madras (South Central)	1·82	1·07	+ 0·75	9·17	8·00	+ 15
	Coorg	1·08	2·73	— 1·65	8·79	10·70	— 18
	Mysore	1·13	0·96	+ 0·17	7·25	5·35	+ 36
	Konkan	0·04	1·49	— 1·45	0·69	2·61	— 74
	Bombay Deccan	0·28	0·89	— 0·61	3·64	2·99	+ 22
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·88	— 0·88	0·62	1·72	— 64
Central Provinces and Berar.	Berar	0	0·92	— 0·92	0·76	2·28	— 67
	Central Provinces (West)	0	0·48	— 0·48	0·72	1·24	— 42
	Ditto (Central)	0	0·34	— 0·34	0·43	1·50	— 71
	Ditto (East)	0·01	0·39	— 0·38	0·20	2·29	— 91
Bombay (North)	Gujarat	0	0·17	— 0·17	0·04	0·33	— 88
	Kathiawar	0	0·12	— 0·12	0·11	0·45	— 76
	Sind	0	0·03	— 0·03	0·05	0·44	— 89
Rajputana and Central India.	Central India (East)	0	0·74	— 0·74	0·07	1·60	— 96
	Rajputana (East), Central India (West).	0	0·58	— 0·58	0·15	1·44	— 89
	Rajputana (West)	0	0·18	— 0·18	0	0·88	— 100
Madras	East Coast (North)	0·23	0·63	— 0·40	2·71	3·64	— 26
	Ditto (ditto) (*a*)	0·05	1·10	— 1·05	5·70	5·13	+ 11
	Hyderabad (South)	0	1·10	— 1·10	1·36	3·56	— 62
	Madras (Central)	0·11	0·56	— 0·45	2·53	2·81	— 10
	East Coast (Central)	0·01	0·37	— 0·36	1·56	2·37	— 34
	Ditto (South)	0·28	0·50	— 0·22	3·78	4·28	— 12
	Madras (South)	0·25	0·34	— 0·09	6·10	5·07	+ 20

SIMLA, *7th June 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 2nd June.*—Moderate rainfall on the West Coast, Nilgiris, and in the greater part of the Central districts; light and scattered showers in many other districts. The rainfall to date is generally up to average, and nowhere much deficient, except at Madras. Rain is wanted on the West Coast. Ploughing and sowing going on slowly in parts. Standing crop fair, but the area is not large. Some harvest still proceeding with fair outturn. Pasture generally scanty, but fodder sufficient. Prices remain almost stationary at a high level, though slightly dearer in the Circars.

Bombay.—*For week ending 6th June.*—Rain in parts of eleven districts. Standing crops damaged by locusts or other insects in parts of two districts; otherwise good. Preparation of lands for next season general. Sowing progressing in parts of seven districts. Agricultural stock poor in parts of three districts. Fodder insufficient in parts of four and water in parts of two districts. Prices steady, except in one district. Numbers on relief works: Baroda, 938.

Bengal.—*For week ending 2nd June.*—There was fairly general rain in the Central, Northern, and Eastern districts of Bengal during the week. Want of rain has retarded cultivation in parts of the Burdwan and Orissa divisions, and generally in Behar and Chota Nagpur. Prospects in the Eastern districts continue favourable, but in some of the Central and Northern districts more rain is required. Cattle are generally doing well, and the supply of fodder and water is sufficient. Prices are reported normal, except in the Eastern districts, where they exceed the average. It is reported that distress continues to be felt in the Brahmanbaria sub-division.

North-Western Provinces and Oudh.—*For week ending 6th June.*—Rain has fallen in a few districts. Heat excessive. Fields are being prepared for the autumn sowings. Irrigation of summer crops continues. Extra crops are in good condition. Markets are well supplied. Fodder and water sufficient. Prices fairly steady.

Punjab.—*For week ending 6th June.*—Slight rain has fallen in seven districts. Harvesting and threshing of spring crops going on. Sowing of autumn crops in progress. Sugarcane and cotton crops are thriving. The extra spring crops are in good condition. The outturn of wheat is above average in Shahpur; a good deal of smut in wheat in Jullundur. Cattle are generally reported to be in good condition, and fodder is sufficient throughout the province. Prices falling in two districts, rising in four others, but low elsewhere.

Central Provinces.—*For week ending 6th June.*—The weather has been exceedingly hot. Storms have given showers of rain in Nagpur and parts of Chhattisgarh, and as much as half an inch at Seoni. Prospects generally normal. In Saugor the number on relief works, including municipal works at Khurai, has risen from 2,036 to 3,185. In Damoh the attendance has remained practically unchanged, 2,062 persons against 1,969 in the preceding week. No gratuitous relief granted in either district. Saugor continues to import grain largely, 24,000 maunds having been received at two out of the five stations in the district. Damoh received 8,000 maunds by road. Prices have recovered at Saugor from last week's fall, and are now—wheat at 11¾ seers, gram 19 seers, and rice 10 seers. Prices of wheat and gram at Damoh are stationary, at 12½ and 18 seers respectively; but rice has fallen to 11¼ seers. In the neighbouring districts prices are stationary—wheat at 15 seers in Jabalpur, at 13 seers in Narsinghpur, and at 16

seers in Hoshangabad, and gram at 24, 24, and 23 seers respectively. Export of wheat from Harda continues. Brisk export of oilseeds from the Nagpur country.

Burma.—*For week ending 2nd June.*—Rainfall generally steady, but very heavy in Akyab, and heavy in four other districts. In Lower Burma ploughing for the main crops has commenced in five districts. In Upper Burma reaping of dry-weather paddy is progressing. Ploughing for wet-weather paddy is general, and in Kyaukse transplanting of early wet-weather paddy has begun. Sowing of sesamum and cotton begun. Crop prospects good. Fodder and water abundant. Prices continue low, but markets show upward tendency.

Assam.—*For week ending 5th June.*—Weather seasonable. Floods in the Surma valley have slightly damaged standing crops, but are now subsiding. Sowing of late rice seedlings and ploughing for late rice continue. Plucking of tea in progress. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 6th June.*—MYSORE: Good rain in parts. Crops and prospects good. Prices fallen in two districts.

COORG: Rainfall good. Ploughing for rice and sowing of *ragi* (*Eleusine coracana*) continue. Prospects of coffee and cardamom fair. Fodder and water for cattle sufficient. Prices continue normal.

Berar and Hyderabad.—*For week ending 6th June.*—BERAR: No rain throughout the province. Weather very warm and occasionally cloudy. Preparation of land for next autumn crop continues. Water-supply inadequate in the Melghat taluka. Scarcity of fodder prevails in two districts only. Prices fluctuating in the Wun district.

HYDERABAD: No rain during the week. Reaping of hot-weather crops continues. Prices stationary.

Central India.—*For week ending 6th June.*—No rain during the week. Some works have been started in the districts in Gwalior and Bhopal, where the crops have failed. No actual distress is felt in these parts. The crops in other Agencies have been fairly good. Cattle in parts of Gwalior are in indifferent condition. Pasturage good and sufficient in nearly all parts of Central India. Prices of food-grains are above ordinary rates in Bhopal, Goona, and parts of Gwalior, and at normal rates in other parts of Central India.

Rajputana.—*For week ending 6th June.*—Slight rain in Bikanir. Agricultural operations and cattle generally satisfactory. Land being prepared for autumn crops in Sirohi, Ajmere, and Ulwar. Prospects good. Pasturage or fodder sufficient, except in Kerauli, where it is reported scarce. Prices fluctuating in three States, rising in three, falling in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 5th June.*—Weather fine. Spring crops in good condition. Water ample for irrigation. Reaping of rapeseed and rice sowings still in progress. Prices stationary.

JAMMU PROVINCE.—*For week ending 5th June.*—Weather clear with occasional showers. Spring crops threshed; outturn fair. Fodder sufficient.

Nepal.—*For week ending 2nd June.*—Rain badly wanted in the valley for upland rice and Indian-corn crops.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Circular No. 27.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Patents),—dated Simla, the 4th June, 1894.

Read—

The appended report by the Secretary under the Inventions and Designs Act, 1888, on the working of his office during the year ending 31st December 1893.

RESOLUTION.

The arrangement by which the Inventions and Designs office was placed under the superintendence of the officer in charge of the Mathematical Instrument Department of the Survey of India continued in force during the year under review. The distance of the Survey office from the Patents office has always been an objection to this arrangement; but, in the absence of any responsible official at the Secretariat buildings during the summer, the plan adopted was unavoidable. With a view, however, to the greater convenience of the public, advantage has been taken of the appointment of an Imperial officer to the charge of the Imperial Libraries in the Secretariat buildings to arrange for the control of the Patents office from the 1st January 1894 by an official whose duties are conducted under the same roof. The Patents office has accordingly been placed under the management of the Director of Records to the Government of India.

2. The working of Act V of 1888 (the Inventions and Designs Act) during the year, as illustrated by the table of annual statistics, and especially by the figures relating to the continuance of an exclusive privilege, indicates that the public find the protection afforded to Inventions by the Act to be of material value.

3. References to experts have in the year under review been slightly reduced. The question has from time to time been raised as to the extent to which the preliminary examination contemplated by the Act is necessary or desirable. In England and in most European countries it is considered sufficient to advertize applications for exclusive privilege without initiating any investigation of their novelty by the State, whereas in America and Germany a preliminary enquiry is in cases of doubt both permitted and encouraged by the law. The Government of India hold the view that the examination authorized by the Indian enactment is, as a rule, expedient in those cases where the invention is likely to affect (*a*) industries in which the interests of the more ignorant classes of the population are concerned; (*b*) State operations (such as the working of railways) undertaken on behalf of the public. Subject to the above considerations, the policy which

guides the present administration of the Act contemplates the expeditious disposal of applications for protection under the Act, the curtailment of preliminary investigation, and, in cases in which the interests of those classes of the general community who are unable to protect themselves are not directly concerned, less exigence in demanding enquiry as to novelty than in cases in which public interests require protection.

4. The circumstance that the number of cases referred for opinion on novelty to the Public Works Department has fallen while the number referred to experts on payment of fee has risen is due to the fact that the increasing amount of work thrown upon officers of Government, whose time belongs to the public, was found to interfere with their ordinary duties. The Government of India accordingly resolved that cases connected with mechanical inventions should, when calling for investigation, be in future ordinarily referred to non-official experts and not to officers of the State Departments.

ORDER.—Ordered, that the above Resolution be forwarded to the Legislative Department and to the Local Governments and Administrations noted in the margin.

Govt. of Madras.
" Bombay.
" Bengal.
" N.-W. Provinces and Oudh.
" Punjab.
Chief Comr. of the Central Provinces.
" " " Burma.
" " " Assam.
" " " Coorg.
" " " Ajmere.
Resident at Hyderabad.

Ordered also, that a copy be published in the Supplement to the *Gazette of India*.

[True Extract.]

E. C. BUCK,

Secretary to the Government of India.

Report on the working of the office of the Secretary under the Inventions and Designs Act during the year ending 31st December 1893.

The Inventions and Designs office continued under the superintendence of the officer in charge of the Mathematical Instrument Department of the Survey of India during the year under report.

The chief matter of public interest dealt with during the year was a proposal submitted by Her Majesty's Secretary of State for extending to India the benefits of section 103 of the English Patents Act of 1883. The Government of India were willing to amend the Inventions and Designs Act so as to secure the benefits contemplated by the section above quoted, but the proposal had ultimately to be abandoned in consequence of there being no provision in the Indian Act for the registration of trade marks.

The total number of applications filed was in excess of the preceding year by 39, having stood at 375 against 336 in 1892. Of these 261 were granted, 36 refused, and 78 remained pending at the close of the year. One hundred and fifty-six of these applications were referred for the opinion of experts, 61 on payment of fees, and 95 without. The latter included 31 references to the Public Works Department, or 16 less than in the previous year. The majority of these were connected with Railways, and it was decided to refer such cases in future to the Agent, East India Railway, who, on payment, calls in the aid of such officer as may appear to him most competent to give an opinion. The number of applications submitted by persons resident in India was 192, of which 22 were by natives.

Two hundred and fifty-three specifications were filed during the year, being 52 less than the previous year. Twenty-five of these were for matters connected with railways, sixteen for the manufacture of tea, seven for the treatment of cotton and other fibres, five for punkah-pulling machines, five for water lifts, and two for baling presses.

During the year only 37 applications were made for the registration of designs against 89 in 1892. Of these 26 were admitted and 11 rejected, the latter including three applications for the registration of trade marks.

Two cases were referred for the opinion of the Honourable the Advocate General on points of law.

The number of cases in which exclusive privilege was continued was 80, 69 being beyond the fourth year, 10 beyond the fifth, and 1 beyond the eighth year. The number of cases which lapsed through the non-payment of the fourth year's renewal fee stood at 144.

The fees collected showed an increase over the preceding year, the amount having reached Rs. 17,057-2-0 against Rs. 15,852-10-0. Of this amount, Rs. 150 were refunded, leaving a nett total income of Rs. 16,907-2-0. This sum included Rs. 4,300 for the continuance of exclusive privilege, Rs. 335 for extensions of time for payment of renewal fees and filing of specifications, Rs. 343-2-0 for copying of specifications, Rs. 202 for tracing of drawings, and Rs. 82 for the inspection of applications and specifications.

The statement appended gives statistics of the working of the Inventions and Designs office during the year under report as compared with the two previous years.

G. W. FORREST,

Secretary under the Inventions and Designs Act, 1888.

CALCUTTA;
The 30th April 1894.

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Statement showing the working of the office of the Secretary under the Inventions and Designs Act, V of 1888, during the year 1893, as compared with the years 1891 and 1892.

		1893.	1892.	1891.
I.—Applications for leave to file a specification.	Number of applications filed... ...	375	336	347
	Ditto ditto granted ...	61	228	213
	Ditto ditto rejected ...	36	26	27
	Ditto ditto pending ...	78	8	107
II.—References to experts.	Number of applications referred to experts	156	198	149
	(*a*) on payment of fee	61	53	41
	(*b*) without payment of fee ...	95	145	108
	(*l*[1]) to Public Works Department...	31	47	32
III.—Specifications ...	Number of specifications filed ...	253	305	236
IV.—Applications for registration of designs.	Number of applications for registration of designs	37	89	171
	Number of designs registered ...	26	76	166
	Ditto rejected	11	13	5
V.—Cases involving law points.	Number of cases referred to Advocate General and Government Solicitor ...	2	2	5
VI.—Applications by Natives of India.	Number of applications submitted by Natives of India	22	22	33
VII.—Patents renewed	Number of cases in which exclusive privilege was continued beyond—			
	(*a*) the fourth year	69	...	...
	(*b*) the fifth year	16	...	...
	(*c*) the eighth year	1	...	...
VIII.—Patents lapsed	Number of cases in which exclusive privilege lapsed through non-payment of—			
	(*a*) the fourth year's renewal fee ...	144	...	...
	(*b*) the fifth year's renewal fee ...	...	...	...
		Rs. A.	Rs. A.	Rs. A.
IX.—Income from fees	Applications	3,750 0	3,360 0	3,470 0
	Specifications	7,590 0	9,150 0	7,080 0
	Extension of time...	335 0	80 0	80 0
	Continuance of exclusive privilege ...	4,300 0	1,400 0	750 0
	Inspection	82 0	117 0	124 0
	Copying	343 2	328 10	298 12
	Drawing	202 0	487 0	169 4
	Designs	370 0	890 0	1,710 0
	Amended specifications	80 0	40 0	80 0
	Miscellaneous	5 0	...	...
	Total ...	17,057 2	15,852 10	13,762 0
	Refunds drawn from the Bank of Bengal during 1893	150 0	147 4	...
	Net Total Income ...	16,907 2	15,705 6	13,762 0

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{5}{88}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Surveys),—dated Simla, the 4th June, 1894.

Read—

General Report on the operations of the Survey of India Department during 1892-93.

RESOLUTION.

During the year ending 30th September 1893 the field operations of the Survey of India Department were carried on by twenty-one parties and three small detachments in connection with the various classes of work indicated in the following list:

Class of work.	No. of parties.	No. of detachments.
1. Trigonometrical	1	...
2. Topographical	3	2
3. Forest	4	...
4. Cadastral	7	1
5. Traverse	1	...
6. Scientific	3	...
7. Geographical	2	...
Total ...	21	3

Twelve of the parties and one detachment, *viz.*, those coming under the heads of Forest, Cadastral, and Traverse, were engaged on remunerative operations, *i.e.*, on work which leads to enhancement of land or forest revenue or to economy in administration.

2. The aggregate area surveyed in detail by the whole Department during the year was 104,711 square miles against a total of 80,101 square miles during the previous year.

As in the previous year, one party was employed on trigonometrical operations in the newly acquired territory of Upper Burma, where 70 miles of principal and 104 miles of secondary series were accomplished during the year, and three parties with two detachments were engaged on topographical surveys, their operations covering ground in the Bombay Presidency, in Baluchistan, in the Punjab Himalayas, in three districts of Burma, and in the valley of the Lower Indus; the areas topographically surveyed amounted to 10,215 square miles against 9,909 square miles in the previous year. Surveys in two districts of Burma were made on behalf of the Geological Department in connection with the development of mining industries—in Mergui the coal deposits, and in Katha the gold fields— having been explored.

3. The total outturn effected by survey parties working in forests in the Central Provinces, Bombay, Madras, and Lower Burma was 2,170 square miles. The outturns in the Central Provinces and Madras were, in spite of the unhealthy season in the former, more satisfactory than elsewhere, and the Government of India hope to see better progress in other provinces next season. The work done by the Forest Survey Branch is not included in the Surveyor General's notice of forest surveys. Although it is under the general direction of the Inspector General of Forests, it is controlled by officers of the Survey Department, and, unless there is any practical objection to the course, it would be convenient if a review of it were to find a place in future annual reports. The cost rate of the Madras forest surveys has been reduced by 20 per cent. to Rs. 78 square mile, but the rates elsewhere appear from the table of rates on page 96 to have been considerably over Rs. 100, and in Lower Burma amounted to something over Rs. 300 for 4-inch surveys. Nothing appears in the extracts from the Forest Survey reports to justify these higher rates, though in Burma the Government of India are aware that great difficulties have to be encountered. The extracts deal rather with incidental matter than with the financial results, and it would be preferable that in future reviews the causes by which cost rates were affected should be prominently quoted from the reports submitted.

4. The most important operations have, as usual in recent years, been those connected with cadastral survey. As was noticed in last year's report, Colonel Sandeman has in Bengal given much effect to the policy which has been there adopted of amalgamating the Survey with the Settlement Department. The cost rate in Bihar is still above the level which it is hoped will be reached when the subordinates have had further practice and experience. The somewhat extravagant rates in Garhwal, where the survey party had been required to do work in greater detail than was really necessary, have been reduced from the original figure of Rs. 283 to Rs. 167 per square mile, the latter rate being as low as can be expected in a mountainous district. The area covered by all the parties is in the aggregate nearly 10 per cent. larger than that which was cadastrally surveyed last year, and this is satisfactory.

5. One of the most important reforms to which experience in cadastral work has led has been, as noticed last year, the employment of officers of the Junior Division on more responsible work and the expansion of cadastral parties under the supervision of each Senior Division Officer. This double reform has diminished the cost rate of supervision, and has admitted of the reduction of the Senior Division staff. Some set off has been made against the saving by improving the position and pay of the Junior Service as shown in the following table:

Former scale.	Pay.	Present scale.	Pay.
	Rs.		Rs.
50 Extra Assistant Superintendents	300—500	60 Extra Assistant Superintendents	300—550
85 Sub-Assistant Superintendents	120—250	72 Sub-Assistant Superintendents	120—250

The policy adopted is now shown to be justified both by lower cost rates and by more rapid progress. It is expected that the decline in cost rates and the improvement in progress will continue for some time to come, and the Surveyor General is to be congratulated on having introduced this effective reform.

6. The measure which had during the last few years been contemplated of reducing the appointment of one of the two Deputy Surveyors General and of abolishing the Trigonometrical Office at Dehra, when the triangulation of the Empire had been brought nearly to a close, was partially carried out by the end of the year 1893-94. Although the report under review only concerns the preceding year 1892-93, it is desirable to note that the original intention has, with the sanction of the Secretary of State, been so far modified that in place of the Deputy Surveyor General an officer of junior rank has been appointed in charge of the Dehra office, which in view both of the expansion of triangulation operations in Upper Burma and on the North-Western frontier and of the utility of the Dehra office for the forest cartographical work, which could not without inconvenience have been thrown on the already overcrowded Calcutta office, is still to be maintained.

7. A measure which has had much to do with the increase of work in the Calcutta office was carried out towards the close of the year under review, *viz.*, the reorganization of the Photographic and Lithographic office, in which the outturn of the presses and machines have now reached the number of a million pulls, or more than 30 per cent. over the number of the preceding year. The value of the work done was nearly two and a half lakhs of rupees. Colonel Waterhouse, to whom the progress made in this section is greatly due, deserves the thanks of the Government of India for his energetic and able supervision of his special Department.

8. The control of the Revenue and Cadastral Surveys by Colonel Strahan, Deputy Surveyor General, has been zealous and effective, and he has fully carried out the instructions of the Government of India to keep himself in personal communication with the Local Governments of Provinces in which revenue surveys are being conducted. The work of the Department in all branches under the guidance of Colonel Thuillier, C.I.E., R.E., again deserves the commendation of the Governor General in Council.

ORDER.—Ordered, that the above Resolution be forwarded to the Surveyor General, Inspector General of Forests, Local Governments and Administrations noted on the margin, and to the Foreign, Military, and Public Works Departments.

Madras.	Punjab.
Bombay.	Central Provinces.
Bengal.	Burma.
North-Western Provinces and Oudh.	Assam.
	Coorg.

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

[True Extract.]

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 27TH MAY 1893, AND FROM 1ST JANUARY TO 26TH MAY 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 27th May 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 26th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 27th May 1893.	Earnings from 1st January to 26th May 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	9,91,576	607	1,683	10,20,750	607	2,18,40,938	2,37,56,793	19,15,855	...
Bengal-Nágpur	180	863	1,59,964	185	862	1,43,636	167	34,57,339	36,65,158	2,07,819	...
Indian Midland	145	752	1,01,640	135	752	1,27,827	170	24,30,152	26,34,292	2,04,140	...
Bezwada Extension	96	21	2,592	123	21	2,434	116	43,866	42,152	...	1,714
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	5,59,233	329	1,719	6,53,250	380	1,08,73,889	1,18,61,077	9,87,188	...
South Indian	157	1,043	1,67,649	161	1,042	1,60,723	154	33,39,819	29,62,394	...	3,77,425
Southern Mahratta (*b*)	109	1,156	1,42,443	123	1,164	1,54,867	133	25,42,269	27,45,129	2,02,860	...
Bengal and North-Western (*c*)	162	756	1,43,714	190	756	1,35,920	180	26,52,003	25,87,058	...	64,945
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	19,629	88	231	17,896	77	3,41,259	4,31,497	90,238	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	16,940	16,940	...
TOTAL	272	8,147	22,88,440	281	8,247	24,18,213	293	4,75,21,534	5,07,02,490	31,80,956	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,46,936	218	2,507	6,16,772	246	1,19,64,851	1,34,07,216	14,42,365	...
Oudh and Rohilkhand (state)	272	692	1,90,520	275	741	2,03,212	274	40,46,657	44,52,007	4,05,350	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,90,520	245	813	2,62,390	323	41,04,518	48,66,170	7,61,652	...
Bengal Central (*e*)	120	125	15,981	128	125	14,740	118	3,23,491	3,21,586	...	1,905
East Coast (state)	55	91	4,497	49	266	31,460	118	(*f*) 75,084	5,05,432	4,30,348	...
Metre gauge—											
Burma (state)	224	728	1,24,581	171	730	1,47,008	201	36,28,647	31,06,478	...	4,22,169
Special gauges—											
Jorhát (state provincial)	46	25	1,573	63	25	694	28	23,325	22,817	...	508
Cherra-Companyganj (state provincial)	58	8	452	57	8	501	63	10,463	9,961	...	502
TOTAL	231	4,955	10,75,060	217	5,215	12,76,777	245	2,41,77,036	2,67,91,667	26,14,631	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	10,08,596	677	1,490	8,06,302	541	2,00,34,215	1,95,86,285	...	4,47,930
Bombay, Baroda and Central India	765	461	4,29,564	932	461	4,45,000	965	76,17,916	77,71,149	1,53,233	...
Madras	242	840	2,08,875	246	840	1,87,186	223	42,50,874	40,59,003	...	1,91,871
TOTAL	525	2,791	16,45,035	589	2,791	14,38,488	515	3,19,03,005	3,14,16,437	...	4,86,568
TOTAL (GUARANTEED AND STATE)	304	15,893	50,08,535	315	16,253	51,33,478	316	10,36,01,575	10,89,10,594	53,09,019	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	20,645	128	161	20,910	130	4,93,019	5,00,379	97,360	...
Tarkessur	277	22	4,893	222	22	5,388	245	1,36,831	1,46,496	9,665	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	11,714	175	67	9,608	143	1,63,017	1,99,506	36,489	...
Dibru-Sadiya	126	78	10,728	138	78	8,884	115	2,09,274	2,18,655	9,381	...
TOTAL	142	328	47,980	146	328	44,790	137	10,02,141	11,55,036	1,52,895	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	51,787	156	333	67,421	202	12,38,898	12,63,010	24,112	...
The Gaekwar's Petlád	103	13	1,361	105	13	1,610	124	29,498	29,278	...	130
Rájpura-Bhátinda	124	108	11,586	107	108	19,999	185	2,78,690	3,31,145	52,455	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	34,156	103	362	33,642	93	7,08,360	6,46,541	...	61,819
The Gaekwar's Mehsána	80	93	7,316	79	93	9,260	100	1,63,055	1,92,323	28,368	...
Kolhápur	83	29	2,468	85	29	2,440	84	50,442	56,923	6,481	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	7,766	108	72	7,230	100	1,31,211	1,22,794	...	8,417
TOTAL	125	979	1,16,440	119	1,010	1,41,602	140	26,00,964	26,42,014	41,050	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	64,724	194	334	48,763	146	10,63,307	9,70,124	...	93,273
Jetalsar-Rájkot	24	46	3,006	65	46	3,733	81	(*i*) 19,732	66,974	47,242	...
Jodhpur-Bickaneer	53	364	17,059	47	364	26,300	72	3,78,052	5,65,299	1,87,247	...
Special gauge—											
Morvi	70	94	7,656	81	94	9,582	102	1,34,163	1,44,935	10,772	...
TOTAL	93	838	92,445	110	838	88,378	105	15,95,344	17,47,332	1,51,988	...
GRAND TOTAL	282	18,038	52,65,400	292	18,429	54,08,248	293	10,88,00,024	11,44,54,926	56,54,902	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 27th May 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 7th June, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. VIII of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1893-94.	Week ending 27th May 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 26th May 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 27th May 1893.	Earnings from 1st April to 26th May 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,634	9,91,576	607	1,683	10,20,750	607	86,79,601	92,08,320	5,28,719	...
Bengal-Nágpur	149	863	1,59,964	185	862	1,43,636	167	13,78,378	13,09,624	...	68,754
Indian Midland	132	752	1,01,640	135	752	1,27,827	170	9,86,703	10,81,150	94,447	...
Bezwada Extension	95	21	2,592	123	21	2,434	116	14,645	15,763	1,118	...
Metre gauge—											
Rajputana-Malwa (*a*)	261	1,699	5,59,233	329	1,719	6,53,250	380	44,22,664	50,06,658	5,83,994	...
South Indian	144	1,043	1,67,649	161	1,042	1,60,723	154	13,28,456	12,20,425	...	1,08,031
Southern Mahratta (*b*)	100	1,156	1,42,443	123	1,164	1,54,867	133	11,00,696	11,99,448	98,752	...
Bengal and North-Western (*c*)	132	756	1,43,714	190	756	1,35,920	180	10,95,251	11,35,759	40,508	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	19,629	88	231	17,896	77	1,31,671	1,68,511	36,840	...
Pálanpur-Deesa	41	...	...	...	17	910	54	...	6,800	6,800	...
TOTAL	250	8,147	22,88,440	281	8,247	24,18,213	293	1,91,38,065	2,03,52,458	12,14,393	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	232	2,509	5,46,936	218	2,507	6,16,772	246	45,09,189	51,61,134	6,51,945	...
Oudh and Rohilkhand (state)	242	692	1,90,520	275	741	2,03,212	274	16,81,160	18,31,812	1,50,652	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	777	1,90,520	245	813	2,62,390	323	15,02,608	16,75,457	1,72,849	...
Bengal Central (*e*)	120	125	15,981	128	125	14,740	118	1,20,271	1,20,749	478	...
East Coast (state)	66	91	4,497	49	266	31,460	118	(*f*) 47,476	2,34,499	1,87,023	...
Metre gauge—											
Burma (state)	171	728	1,24,581	171	730	1,47,008	201	11,42,985	9,88,291	...	1,54,694
Special gauges—											
Jorhát (state provincial)	49	25	1,573	63	25	694	28	10,051	8,425	...	1,626
Cherra-Companyganj (state provincial)	54	8	452	57	8	501	63	4,073	3,990	...	83
TOTAL	225	4,955	10,75,060	217	5,215	12,76,777	245	90,17,813	1,00,24,357	10,06,544	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	510	1,490	10,08,596	677	1,490	8,06,302	541	84,68,446	73,34,962	...	11,33,484
Bombay, Baroda and Central India	638	461	4,29,564	932	461	4,45,000	965	35,55,144	35,19,151	...	35,993
Madras	238	840	2,08,875	246	840	1,87,186	223	18,02,623	15,30,378	...	72,245
TOTAL	449	2,791	16,45,035	589	2,791	14,38,488	515	1,36,26,213	1,23,84,491	...	12,41,722
TOTAL (GUARANTEED AND STATE)	277	15,893	50,08,535	315	16,253	51,33,478	316	4,17,82,091	4,27,61,306	9,79,215	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	150	161	20,645	128	161	20,910	130	2,12,060	2,68,878	56,818	...
Tarkessur	253	22	4,893	222	22	5,388	245	58,758	61,947	3,189	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	136	67	11,714	175	67	9,608	143	88,697	75,005	...	13,692
Dibru-Sadiya	130	78	10,728	138	78	8,884	115	86,524	81,161	...	5,363
TOTAL	149	328	47,980	146	328	44,790	137	4,46,039	4,86,991	40,952	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	51,787	156	333	67,421	202	4,87,253	5,35,504	48,251	...
The Gaekwar's Petlád	92	13	1,361	105	13	1,610	124	11,410	12,756	1,346	...
Rájpura-Bhátinda	129	108	11,586	107	108	19,999	185	1,19,665	1,34,161	14,496	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	95	331	34,156	103	362	33,642	93	2,64,584	2,55,236	...	9,348
The Gaekwar's Mehsána	75	93	7,316	79	93	9,260	100	69,863	72,744	2,881	...
Kolhápur	77	29	2,468	85	29	2,440	84	18,648	26,404	7,756	...
Special gauge—											
The Gaekwar's Dabhoi	67	72	7,766	108	72	7,230	100	58,605	50,071	...	8,534
TOTAL	115	979	1,16,440	119	1,010	1,41,602	140	10,30,028	10,86,876	56,848	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	64,724	194	334	48,763	146	4,87,895	4,15,809	...	72,086
Jetalsar-Rájkot	60	46	3,006	65	46	3,733	81	(*i*) 19,732	28,425	8,693	...
Jodhpur-Bickaneer	54	364	17,059	47	364	26,300	72	1,38,806	2,09,466	70,660	...
Special gauge—											
Morvi	67	94	7,656	81	94	9,582	102	54,281	59,516	5,235	...
TOTAL	81	838	92,445	110	838	88,378	105	7,00,714	7,13,216	12,502	...
GRAND TOTAL	257	18,038	52,65,400	292	18,429	54,08,248	293	4,39,58,872	4,50,48,389	10,89,517	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) The earnings of the Bezwada-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 27th May 1894.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 7th June, 1894.*

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SUPPLEMENT TO

The Gazette of India.

No. 24.} CALCUTTA, SATURDAY, JUNE 16, 1894.

OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
General.

REVIEW OF THE REVENUE AND EXPENDITURE RECORDED UNDER THE HEAD "CIVIL WORKS" IN THE ACCOUNTS OF THE GOVERNMENT OF INDIA FOR THE OFFICIAL YEAR 1892-93.

No. 94 A.—G., dated Simla, the 4th June, 1894.

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

READ—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the Accounts of Revenue and Expenditure, recorded under the head "Civil Works" in the Accounts of the Government of India for 1892-93.

RESOLUTION.—The main points worthy of notice are :—

I.—The improvement in Revenue and the decrease in Expenditure as compared with 1891-92.

II.—The cost and return from buildings occupied as residences, *vide* paragraph 4.

III.—The relative outlay on civil buildings and communications, *vide* paragraphs 9, 13, 14, 17, 18, 22 to 26, and 29 to 33.

IV.—The percentages of establishment charges on outlay, *vide* paragraph 15.

V.—The net charge to the State on account of the Royal Indian Civil Engineering College at Coopers Hill and the Thomason College at Roorkee, *vide* paragraphs 5 and 11.

2. The figures of Revenue compare as follows with those of 1891-92:—

	Rx.
1892-93	607,914
1891-92	577,330
INCREASE	30,584

The increase is due chiefly to larger receipts from sale of 'produce' and 'old materials' and to larger contributions realized in the Civil Department for public works. In the note under review contributions are classed separately, whereas in that for 1891-92, they were included under the head "Miscellaneous." There was also a slight improvement in the profits from the Roorkee workshops.

3. Under the head "Rents of buildings" there was an improvement in the total receipts which amounted to Rx. 45,835. This is considerably in excess of any figure attained during the past five years. The net return from buildings occupied as residences (excluding those allotted rent-free) amounted to 1·64 per cent. against 1·72 in 1891-92 and 1·50 in 1890-91. The small return in 1892-93 is due chiefly to certain buildings having been brought on to the Capital and Revenue Accounts of buildings for the first time, for which the rents assessed were inadequate; it is also partly due to the delay in the revision of rents in the North-Western Provinces and Oudh of buildings which are underrented.

4. The total expenditure from all sources amounted to Rx. 4,969,615 against Rx. 5,345,968 in 1891-92, so that there has been a decrease of Rx. 376,353 during the year. The figures (exclusive of outlay from Excluded Local funds and Contributions) compare as follows:—

	1891-92.	*1892-93.*	*Difference.*
	Rx.	Rx.	Rx.
Imperial	882,329	773,509	−108,820
Provincial	2,461,115	2,162,357	−298,758
Incorporated local	1,651,761	1,714,593	+62,832
TOTAL	4,995,205	4,650,459	−344,746

It is observed that while there has been a considerable decrease both under Imperial and Provincial expenditure, there has been an increase under Local; the net decrease therefore amounts to Rx. 344,746.

5. Of the total outlay by departmental and civil officers during the year under review, much more was expended on new buildings than on new roads, the figures being Rx. 971,710 and Rx. 783,932 respectively against Rx. 1,139,469 and Rx. 902,759 respectively in the previous year. In the matter of repairs Rx. 1,328,493 were spent on communications and Rx. 289,899 on buildings against Rx. 1,333,048 and Rx. 312,719 respectively in 1891-92.

The Government of India, in inviting attention to the remarks in paragraph 5 of Public Works Department Resolution No. 96 A.—G., dated 20th April 1892, and in paragraph 3 of Public Works Department Resolution No. 90 A.—G. of the 3rd June 1893, trust that works of communication, particularly feeder roads to railways, will have the first claim on the annual assignments for expenditure on public works.

6. The percentages of establishment given in paragraph 15 of the Accountant General's note are calculated on the total outlay by departmental officers exclusive of establishment. The ratio which the establishment charges bear to the outlay on works and repairs only for the past five years is given below:—

1888-89	26·30 per cent.
1889-90	26·80 „
1890-91	25·97 „
1891-92	22·44 „
1892-93	27·48 „

The average for the five years ending 1892-93 is 25·68 per cent. The percentage charge is necessarily high owing to the establishment itself being more or less fixed, while the expenditure in 1892-93 was lower.

7. It is observed that the net direct charge to the State in 1892-93 on account of the Royal Indian Engineering College amounted to £480 exclusive of salaries of passed students detained in England and passages of officers on appointment which amounted respectively to £4,537 and £761; the total of these three items amounting to £5,778. On the other hand, the net debit on account of the Thomason College at Roorkee was Rx. 12,614.

The Governments of Madras and Bombay (General), Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Superintendent of Port Blair and Chief Commissioner, Andaman and Nicobar Islands.
The Accountant General, Public Works Department.
The Director General of Military Works.

ORDER.—Ordered, that the foregoing, with a copy of the note, be forwarded to the Local Governments, Administrations, and officers noted in the margin for information.

Ordered also, that a copy of the Resolution and note be forwarded to the Finance Department, and that the papers be published in the Supplement to the *Gazette of India*.

F. L. O'CALLAGHAN,
Secretary to the Government of India.

Document accompanying.

Note by Accountant General, Public Works Department, with accompaniment.

Accompaniment to P. W. D. Resolution No. 94 A.—G., dated 4th June, 1894.

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure recorded under the head "Civil Works" in the accounts of the Government of India for 1892-93.

The amount of *Revenue* and *Expenditure* exhibited in these accounts and reviewed in the following paragraphs is:—

	Collected or expended by		Collected or expended in England.	Total.
	Public Works Officers.	Officers of other Departments.		
	Rx.	Rx.	Rx.	Rx.
Revenue	181,115	382,428	44,371	607,914
Expenditure	3,544,064	1,291,764	133,787	4,969,615*

* Includes outlay amounting to Rx. 319,156 from Excluded Local Funds and Contributions, and Rx. 778 spent by the Public Works Department, Bombay, for the Indo-European Telegraph Department.

REVENUE.

1. The *Revenue* credited in the accounts of the Government of India for 1892-93 under the head "Civil Works" amounts to Rx. 607,914. Of this sum—

Rx.	
181,115	were realized by Public Works Officers in India;
382,428	by Officers of other Departments in India; and
44,371	in England.
Total . 607,914	

2. The sources of revenue and the amounts collected are:—

Sources of Revenue.	Collections								
	By Public Works Officers.				By Officers of other Departments.				Grand Total.
	Imperial.	Provincial.	Local.	Total.	Imperial.	Provincial.	Local.	Total.	
India.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Contributions	...	...	...	...	...	1,505	19,565	21,070	21,070
Receipts from Strand bank, Maidan, etc., in Calcutta . .	...	4,618	...	4,618	...	...	...	...	4,618
Rents of buildings . . .	9,672	31,616	352	41,640	...	3,064	1,131	4,195	45,835
Sales of „ . . .	206	4,962	325	5,493	...	1,364	1,080	2,444	7,937
„ of barrack furniture . .	12	...	...	12	...	...	...	...	12
„ of tools and plant . .	294	4,387	77	4,758	...	...	...	...	4,758
„ of produce . . .	94	5,910	1,183	7,187	19	2,232	11,225	13,476	20,613
„ of old materials . .	71	20,257	121	20,449	...	...	1,299	1,299	21,748
Value of materials from old buildings	112	440	5	566	...	...	...	...	566
Receipts from Public Works Workshops	...	9,247	...	9,247	...	...	...	...	9,247
Receipts from Thomason Civil Engineering College . .	...	2,794	...	2,794	...	...	...	...	2,794
Tolls on roads	...	61,253	...	61,253	...	8,123	32,745	40,868	102,121
Ferry receipts	...	7,914	...	7,914	...	98,992	187,068	286,060	293,974
Unclaimed deposits . . .	—12	120	5	113	...	...	...	...	113
Collections in Bombay under the Highway Act	...	2,352	...	2,352	...	...	...	...	2,352
Fines, refunds, and miscellaneous .	752	11,738	194	12,729	790	749	3,986	5,525	18,254
Fees on masonry graves . .	...	...	...	...	...	1,626	...	1,626	1,626
Arboriculture	...	...	...	...	29	...	4,819	4,848	4,848
Tolls on steamers . . .	...	...	...	...	...	...	1,017	1,017	1,017
Recoveries of advances made in England	28	12	...	40	...	...	...	...	40
Total .	11,229	167,674	2,212	181,115	838	117,655	263,935	382,428	563,543
England.									
Royal Indian Civil Engineering College, Coopers Hill .	27,704	...	...	27,704	...	...	...	...	27,704
Exchange	16,667	...	...	16,667	...	...	...	...	16,667
Total .	44,371	...	...	44,371	...	...	...	...	44,371
GRAND TOTAL .	55,600	167,674	2,212	225,486	838	117,655	263,935	382,428	607,914
For details by Provinces, see page of account	v	vi	vi	...	v	vi	vi	...	vi

3. A comparison of the actual revenue derived from "Civil Works" with the Budget and Revised Estimates is given below:—

Year.	Budget Estimate.	Revised Estimate.	Actuals.
	Rx.	Rx.	Rx.
1892-93	564,300	596,600	607,914

The increases of Rx. 43,614 over Budget Estimate and of Rx. 11,314 over Revised Estimate are chiefly due to the receipts from tolls and ferries having been under-estimated and to a further improvement in the profits of the Roorkee workshops.

4. *Rents of buildings, Rx. 45,835.*—The receipts from this source compare as follows with the realizations in the four preceding years:—

Years.	By Public Works Officers.	By Officers of other Departments.	Total.
	Rx.	Rx.	Rx.
1888-89	33,245	3,691	36,936
1889-90	36,875	4,061	40,936
1890-91	37,888	4,028	41,916
1891-92	38,908	4,066	42,974
1892-93	41,640	4,195	45,835

The net return on capital cost of buildings set apart as residences, excluding those allotted rent-free, is 1·64 per cent. as shown below. This class of outlay is, it will be observed, very unprofitable. A large sum has been expended on rent-free buildings, especially in the provinces of Bengal and Bombay:—

		Capital cost of buildings from Examiner's accounts.				Rents realized.	Cost of Repairs.		Net return excluding repairs to rent-free buildings.	Percentage of net return on Capital cost exluding rent-free buildings.
		Year of the Account.	Amount.				Rent-free buildings.	Other buildings.		
			*Rent-free buildings.	Other buildings.	Total.					
			Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	
India	Central India .	1892-93	...	18,824	18,824	932	...	429	503	2·67
	Rajputana .	1892-93	5,985	17,835	23,820	942	44	785	157	·88
	Coorg . .	1892-93	4,240	8,407	12,647	97	137	325	—228	...
	Baluchistan .	1892-93	...	51,246	51,246	2,019	...	1,838	181	·35
Total India .		...	10,225	96,312	106,537	3,990	181	3,377	613	·64
Central Provinces .		1892-93	24,732	26,068	50,798	1,121	277	974	137	·53
Upper Burma . .		1892-93	4,353	22,977	27,330	1,289	69	648	741	3·64
Lower „ . .		1892-93	18,237	39,831	58,068	2,418	399	1,639	774	1·96
Assam . . .		1892-93	12,677	22,414	35,091	1,974	598	1,262	12	·05
Bengal . . .		1892-93	339,146	88,706	427,852	2,719	4,252	1,991	728	·82
North-Western Provinces and Oudh . .		1892-93	31,464	60,736	92,200	1,859	680	1,473	386	·63
Punjab . . .		1892-93	8,831	104,454	113,775a	4,243	61	1,561	2,682	2·57
Madras . . .		1892-93	66,248	92,853	159,096	4,051	812	1,635	2,416	2·60
Bombay . . .		1892-93	180,798	190,414	371,212	7,342	2,896	3,635	3,707	1·95
Total .			695,995	741,965	1,437,960	30,391	10,218	18,195	12,196	1·64
							28,413			

* Excluding buildings occupied as residences by Heads of Local Governments and Administrations.

a Excludes certain Provincial buildings, the financial results of which have not been recorded in the Capital and Revenue Account for 1892-93.

5. *Receipts from the Thomason Civil Engineering College, Roorkee, Rx. 2,794.*—The financial results of the working of this college were—

	Rx.
Income	2,794
Outlay—	
Salaries, Office establishment, Book Depôt and Press	14,734
Repairs of buildings	674
Total .	15,408
Net debit .	12,614
Against in 1891-92 .	15,450
Ditto 1890-91 .	13,908

6. *Ferry Receipts, Rx. 293,974.*—This is the largest source of revenue credited under the head "Civil Works:" the major portion of it, amounting to Rx. 286,060, has been realized by Civil Officers.

The realizations under this head during the last four years are shown in following table :—

Years.	By Public Works Officers.	By Civil Officers.	Total.
	Rx.	Rx.	Rx.
1889-90	2,511	306,707	309,218
1890-91	3,815	295,593	299,408
1891-92	4,821	301,581	306,402
1892-93	7,914	286,060	293,974

The falling off in 1892-93 is due to decreases in some provinces, which were only partly met by increases in others as shown below :—

Provinces.	Amount of increase or decrease.
	Rx.
Central Provinces	—86
Punjab	—985
Bengal	—2,260
North-Western Provinces and Oudh	—4,285
Madras	—5,141
Bombay	—1,074
Coorg	—368
Assam	450
Upper Burma	690
Lower Burma	631
Total	—12,428

The largest sums were collected in the following provinces :—

Provinces.	Amount.
	Rx.
Assam	14,073
Bombay	15,413
Punjab	33,111
North-Western Provinces and Oudh	58,682
Bengal	59,226
Madras	88,934

In some provinces certain canal dues are credited under this head. The incidence of the revenue is—

Imperial	*Nil.*
Provincial	106,906
Local	187,068
Total	293,974

EXPENDITURE.

7. The *Expenditure* recorded in the accounts for 1892-93 under the head "Civil Works" amounts to Rx. 4,969,615. Of this sum—

Rx. 3,544,064 was expended by Officers of the Public Works Department ;
„ 1,291,764 by Officers of other Departments ;
„ 4,835,828
and „ 133,787 in England, including exchange ; but exclusive of Rx. 3,857, the value of stores supplied to India which are included in the outlay upon the
„ 4,969,615 works concerned ; in all.

8. The following table compares the actuals of the year (exclusive of outlay from Excluded Local Funds and Contributions) with the Budget and Revised Estimates :—

Funds.	Budget Estimate.	Revised Estimate.	Actuals.
	Rx.	Rx.	Rx.
Imperial	842,000	804,600	773,509*
Provincial	2,198,500	2,191,500	2,162,357
Local	1,695,800	1,741,100	1,714,593
Total	4,736,300	4,737,200	4,650,459

* Inclusive of Rx. 778 spent by the Public Works Department, Bombay, for the Indo-European Telegraph Department.

Imperial outlay, Rx. 773,509.

The outlay as compared with the Budget Estimate shows a decrease of Rx. 68,491. This sum is made up of an excess outlay of Rx. 7,644 under Expenditure in England, due to fall in exchange, and a lapse of Rx. 76,135 in outlay in India. The decrease in Indian outlay by Departmental Officers aggregating Rx. 70,953 is chiefly due to the transfer of grants from this head to 43—"Minor Works and Navigation" on account of famine relief works in Upper Burma and Rajputana. Compared with the Revised Estimate there has been a lapse of Rx. 31,091, principally due to expenditure in Assam, Bengal, and Bombay having been over-estimated. On works carried out by the agency of Civil Officers there has also been a lapse due to the grant for the construction of the Consulate House at Basra not having been utilized.

Provincial outlay, Rx. 2,162,357.

The lapses on the Budget and Revised Estimates amount to Rx. 36,143 and Rx. 29,143 respectively. There was a decrease in actuals in Bengal under Departmental Officers as compared with Budget Estimate, due to the cost of repairs to certain buildings having been over-estimated and to a decrease in suspense balances for which no provision was made in the Budget Estimate. There has also been a decrease as compared with the Budget Estimate on works carried out by the agency of Civil Officers. This is mainly due to a reduction of grants-in-aid from Provincial funds to Municipalities, town and cantonment funds in Lower Burma, and to smaller payments to Municipalities in Madras towards the construction of drainage and water-supply works. The decrease as compared with the Revised Estimate is mainly due to Lower Burma and Madras having over-estimated their requirements.

The following table shows the lapses distributed under Departmental and Civil Officers :—

	Departmental Officers.	Civil Officers.	Total.
	Rx.	Rx.	Rx.
Budget Estimate	2,060,700	137,800	2,198,500
Actuals	2,043,892	118,465	2,162,357
Lapse	16,808	19,335	36,143
Revised Estimate	2,073,300	118,200	2,191,500
Actuals	2,043,892	118,465	2,162,357
Lapse	29,408	—265	29,143

Local outlay, Rx. 1,714,593.

The outlay by Departmental Officers exceeds the Budget Estimate by Rx. 26,412, while on that by Civil Officers there has been a lapse of Rx. 7,619. In the former case the increase occurs chiefly in Bombay, Madras, and North-Western Provinces and Oudh, and is due to increased expenditure on roads, famine relief works, and the construction of works not entered in the Budget programme, but undertaken subsequently on proper authority.

The lapse of Rx. 26,507 on the Revised Estimate is due to an over-estimate of capabilities of spending, chiefly in Bombay, Assam, Madras, and the Punjab.

The actual outlay by Departmental and Civil Officers is compared with the Budget and Revised Estimates in the following table :—

	Departmental Officers.	Civil Officers.	Total.
	Rx.	Rx.	Rx.
Budget Estimate	529,700	1,166,100	1,695,800
Actuals	556,112	1,158,481	1,714,593
Excess	26,412	—7,619	18,793
Revised Estimate	578,000	1,163,100	1,741,100
Actuals	556,112	1,158,481	1,714,593
Lapse	21,888	4,619	26,507

The total expenditure of the year has been charged in the accounts in the following manner :—

	Rx.
New works	2,132,807
Repairs	1,723,988
Tools and Plant	68,319
Decrease in stores, etc.	—*10,522*
Miscellaneous (Contributions to Municipalities, etc.)	44,469
Establishment	876,767
Add—	4,835,828
In England	133,787
Total	4,969,615

9. The following table exhibits the services on which this sum was spent and the funds out of which it came. The outlay from Excluded Local Funds and Contributions, Rx. 319,156, represents money expended mainly on works requiring professional skill, by the agency of the Public Works Department, for local bodies and institutions :—

Service and Departmental heads.	Imperial.	Provincial.	Incorporated Local.	Excluded Local, Local Loans and Contributions.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.
INDIA.					
Public Works Officers.					
Civil Buildings—					
New works	185,685	622,042	33,781	67,090	908,598
Repairs	66,838	160,194	15,542	7,429	250,003
	252,523	782,236	49,323	74,519	1,158,601
Communications—					
New works	151,289	226,155	165,982	11,288	554,614
Repairs	69,021	451,683	214,502	9,009	744,215
	220,260	677,838	380,484	20,247	1,298,829
Miscellaneous Public Improvements—					
New works	18,215	56,429	26,833	180,372	281,849
Repairs	1,283	16,344	10,749	28,389	56,715
	19,498	72,773	37,582	208,711	338,564
Total Works and Repairs	492,281	1,532,847	467,389	303,477	2,795,994
Establishment	130,145	472,114	82,682	14,472	699,413
Tools and Plant	10,198	41,735	6,089	1,207	59,179
Suspense	—7,720	—2,804	2	...	—10,522
Total Public Works Officers	624,904	2,043,892	556,112	319,156	3,544,064
Officers of other Departments.					
Civil Buildings—					
New works	11,013	9,234	42,865	...	63,112
Repairs	782	6,998	32,116	...	39,896
	11,795	16,232	74,981	...	103,008
Communications—					
New works	541	4,266	224,511	...	229,318
Repairs	824	9,962	573,492	...	584,278
	1,365	14,228	798,003	...	813,596
Miscellaneous Public Improvements—					
New works	281	36,902	58,133	...	95,316
Repairs	434	10,741	37,706	...	48,881
	715	47,643	95,839	...	144,197
Total Works and Repairs	13,875	78,103	968,823	...	1,060,801
Establishment	731	10,889	165,794	...	177,354
Tools and Plant	...	371	8,769	...	9,140
Miscellaneous	212	29,162	15,095	...	44,469
Total Officers of other Departments	14,818	118,465	1,158,481	...	1,291,764
Total India	639,722	2,162,357	1,714,593	319,156	4,835,828
ENGLAND.					
Leave allowances of Public Works Officers					49,206
Royal Indian Civil Engineering College, etc.					84,581
Total England at two shillings per rupee Exchange					133,787
GRAND TOTAL					4,969,615

10. *Outlay in England.*—The outlay in England, exclusive of the value of stores charged to works in these accounts, compares as follows with the actuals of the previous four years :—

Details.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
	£	£	£	£	£
Salaries of President, Professors, etc., and other charges of the Royal Indian Civil Engineering College, Coopers Hill	28,768	25,602	24,905	28,017	28,184
Salaries, etc., of passed students detained in England	4,671	4,357	4,380	4,334	4,537
Passage to India of Officers on appointment	2,780	1,576	704	761	761
Furlough pay and absentee allowances of Officers of the Public Works Department	59,076	66,109	43,785	48,639	49,203
Salaries, etc., of Indian Officers of the Public Works Department undergoing training in England	947	745	679	434	479
Remuneration for professional services	...	...	1,098	167	368
	96,142	98,389	75,551	82,352	83,532
Exchange	44,733	44,160	24,686	35,763	50,255
Total	140,875	142,549	100,237	118,115	133,787

11. The direct charge to the State under the head "Civil Works" on account of the Royal Indian Civil Engineering College at Coopers Hill was—

	Charge in sterling.	Income in sterling.	Net charge.
	£	£	£
In 1892-93	28,184	27,704	= 480
„ 1891-92	28,017	27,197	= 820
„ 1890-91	24,905	24,878	= 27
„ 1889-90	25,602	25,172	= 430
„ 1888-89	28,768	26,380	= 2,388

12. The distribution of the outlay in India by Provinces is shown in the following table:—

Provinces.		SERVICES. Civil Buildings. Works.	Civil Buildings. Repairs.	Communications. Works.	Communications. Repairs.	Miscellaneous Public Improvements. Works.	Miscellaneous Public Improvements. Repairs.	Establishment.	Tools and Plant.	Suspense.	Total.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
						Public Works Officers.					
Military Works Department.	Imperial	10,754	5,375	...	...	...	...	3,680	240	—3,856	16,193
		10,754	5,375	...	...	...	...	3,680	240	—3,856	16,193
Rajputana	Imperial	2,579	2,159	12,856	6,840	...	...	4,819	780	...	29,983
	Local	...	5	184	752	...	...	94	14	...	1,049
		2,579	2,164	13,040	7,592	...	...	4,913	744	...	31,032
Central India	Imperial	1,864	1,312	844	9,916	...	...	9,407	965	—163	24,145
		1,864	1,312	844	9,916	...	...	9,407	965	—163	24,145
Coorg	Imperial	1,090	775	2,726	8,846	481	45	3,321	566	522	18,372
	Local	...	...	1,111	1,134	165	72	620	37	...	3,139
		1,090	775	3,837	9,980	646	117	3,941	603	522	21,511
Hyderabad	Imperial	1,732	1,119	...	...	...	...	610	40	—870	2,631
		1,732	1,119	...	...	...	...	610	40	—870	2,631
Port Blair	Imperial	1,250	1,408	...	...	...	...	1,288	...	...	3,946
		1,250	1,408	...	...	...	...	1,288	...	...	3,946
Baluchistan Agency.—Imperial		29,420	8,774	12,227	8,884	8,500	9	18,384	1,279	—949	31,026
		29,420	8,774	12,227	8,884	8,500	9	18,384	1,279	—949	31,026
Central Provinces	Imperial	1,449	237	...	...	10	...	888	26	...	2,110
	Provincial	55,153	6,987	31,680	40,602	1,565	20	33,534	4,992	87	174,880
	Local	374	...	9,160	3,371	21	...	...	...	...	12,926
		56,976	7,224	40,840	43,973	1,596	20	33,922	5,018	87	189,936
Upper Burma	Imperial	94,056	10,222	61,407	31,875	3,432	615	56,285	4,587	—775	261,454
	Local	850	...	248	170	2,543	...	1,132	57	...	5,050
		94,906	10,222	61,655	32,045	5,975	615	57,417	4,644	—775	266,504
Lower Burma	Imperial	...	...	15	1,718	926	...	552	34	209	3,454
	Provincial	105,536	12,584	24,516	56,283	1,267	854	44,894	5,144	21,755	272,833
	Local	1,148	93	15,506	7,089	6,631	1,577	7,255	473	...	39,772
		106,684	12,677	40,037	65,040	8,824	2,431	52,701	5,651	21,964	316,009
Assam	Imperial	1,535	678	58,759	1,352	...	...	14,315	994	—19	77,474
	Provincial	15,110	6,480	34,738	36,736	3,358	44	32,267	1,862	—496	130,101
	Local	107	224	29,768	21,717	3,469	1,454	4,585	...	...	61,324
		16,772	7,382	123,265	59,707	6,827	1,498	51,167	2,796	—515	268,899
Bengal	Imperial	12,445	11,500	...	...	262	...	4,518	263	—1,128	27,860
	Provincial	88,098	27,886	32,949	51,160	—874	5,898	71,990	2,697	—7,411	272,395
	Excluded Local	294	...	...	...	...	...	1	...	...	295
		100,837	39,386	32,949	51,160	—612	5,898	76,509	2,960	—8,539	300,550
North-Western Provinces and Oudh.	Imperial	5,976	5,065	...	...	...	...	2,536	166	...	13,743
	Provincial	76,640	28,182	23,889	85,595	39,667	704	74,746	3,509	—9,460	325,472
	Local	10,171	5,546	54,905	71,207	80	1,675	39,540	1,702	...	184,826
		92,787	38,793	78,744	156,802	39,747	2,379	116,822	5,377	—9,460	524,041
Punjab	Imperial	8,983	8,457	1,538	...	9,367	...	4,676	253	—257	33,872
	Provincial	83,502	23,850	30,716	86,087	3,225	4,169	71,142	4,490	—2,937	307,217
	Local	16,318	9,367	12,649	22,257	8,098	5,418	12,286	910	...	100,253
	Excluded Local	6,973	2,975	219	1,187	27,138	24,064	1,616	87	...	65,279
		110,976	44,649	45,117	129,531	52,748	33,651	89,720	5,740	—5,648	506,625
Carried forward		628,627	181,260	452,555	574,130	119,251	46,631	520,481	35,327	—8,202	2,550,060

Provinces.		SERVICES. Civil Buildings. Works.	Civil Buildings. Repairs.	Communications. Works.	Communications. Repairs.	Miscellaneous Public Improvements. Works.	Miscellaneous Public Improvements. Repairs.	Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	Total.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Madras	Brought forward	628,627	181,260	452,555	574,130	119,251	46,631	520,481	35,327	—8,202	...	2,550,060
	Imperial	1,558	1,418	...	...	...	...	685	45	...	...	3,706
	Provincial	100,203	18,780	24,084	11,488	302	1,214	50,822	14,194	—5,878	...	215,309
	Local	385	...	4,033	9,726	292	84	3,130	1,611	...	...	19,261
	Excluded Local	395	282	...	...	1,573	385	606	39	...	...	3,280
		102,541	20,480	28,117	21,214	2,167	1,783	55,243	15,889	—5,878	...	241,556
Bombay	Imperial	10,974	8,339	872	190	237	614	4,731	270	...	...	26,227
	Provincial	97,800	35,445	23,633	83,730	2,919	3,348	92,719	4,847	3,556	...	347,997
	Local	10,528	807	38,418	57,129	5,604	469	13,990	1,775	2	...	128,222
	Excluded Local	3,580	475	1,929	3,273	29,491	1,008	4,509	507	...	...	44,772
		122,882	44,566	64,852	144,322	38,251	5,439	115,949	7,399	3,558	...	547,218
	Total	854,050	246,306	545,524	739,666	159,669	53,853	691,673	58,615	—10,522	...	3,338,834
	Outlay from Contributions, *vide* para. 37.	54,548	3,697	9,090	4,549	122,180	2,862	7,739	565	...	...	205,230
	Total Public Works Officers	908,598	250,003	554,614	744,215	281,849	56,715	699,412	59,180	—10,522	...	3,544,064
						Officers of other Departments.						
Khorasan	Imperial	9,685	...	...	...	...	...	...	...	...	...	9,685
Bagdad	ditto	...	100	...	...	...	...	...	...	...	...	100
Baluchistan	Imperial	1,328	655	360	321	41	6	354	212	...	...	3,277
Mysore	Imperial	...	...	...	503	...	...	...	...	...	...	503
Rajputana	Imperial	...	...	181	...	240	428	377	...	...	...	1,226
	Local	10	85	...	24	...	118	...	...	...	...	237
		10	85	181	24	240	546	377	...	...	...	1,463
Central India	Imperial	...	27	...	...	...	...	...	...	...	...	27
	Local	50	94	6	51	...	1	24	...	...	...	226
		50	121	6	51	...	1	24	...	...	...	253
Coorg	Local	...	...	...	...	...	...	45	..	...	...	45
Central Provinces	Provincial	...	...	...	...	...	...	88	...	...	223	261
	Local	143	120	790	11,941	670	1,174	4,032	105	...	96	19,021
		143	120	790	11,941	670	1,174	4,080	105	...	321	19,282
Upper Burma	Local	835	51	4,174	1,800	5,667	3,190	536	79	...	123	14,455
Lower Burma	Provincial	...	...	...	...	...	...	...	...	...	28,625	28,625
	Local	...	1	3,005	3,824	1,170	887	1,126	13	...	552	10,578
		...	1	3,005	3,824	1,170	887	1,126	13	...	24,177	34,203
Assam	Provincial	...	...	1,991	...	...	...	85	...	...	...	2,076
	Local	...	...	25	...	...	...	...	...	...	29	54
		...	...	2,016	...	...	...	85	...	...	29	2,130
Bengal	Provincial	591	1,376	894	4,374	5,524	1,818	4,271	72	...	...	18,120
	Local	18,286	12,133	124,951	218,328	10,796	3,178	63,315	3,357	...	...	454,343
		18,877	13,509	125,845	222,702	16,320	4,996	67,586	3,429	...	...	472,963
North-Western Provinces and Oudh	Provincial	1,404	5,183	311	2,640	5,752	7,679	4,639	779	...	2,974	31,361
	Local	6,707	6,218	4,369	39,794	350	345	10,743	1,218	...	561	57,305
		8,111	11,401	4,680	42,434	6,102	7,924	15,382	1,997	...	3,535	88,666
Punjab	Provincial	...	...	...	...	...	...	1,790	...	...	1,495	3,285
	Local	...	...	...	...	...	...	896	...	...	11,182	12,078
		...	...	...	...	...	...	2,692	...	...	12,667	15,363
Madras	Provincial	7,239	439	1,370	2,948	26,407	82	...	...	...	...	38,485
	Local	13,430	7,260	71,448	260,207	10,699	15,555	62,121	2,875	...	399	443,994
		20,669	7,699	72,818	263,155	37,106	15,637	62,121	2,875	...	399	482,479
Bombay	Provincial	...	...	...	...	1,219	1,602	...	...	...	855	3,676
	Local	6,407	6,064	15,748	47,028	28,779	15,858	22,966	942	...	2,151	145,943
		6,407	6,064	15,748	47,028	29,998	17,460	22,966	942	...	3,006	149,619
Other Officers of other Departments		68,112	29,899	129,318	384,328	95,816	48,861	177,854	9,252	...	43,257	1,231,764
	Grand Total	971,710	269,899	753,932	1,128,543	377,165	105,576	876,766	68,432	—10,522	*44,257	4,585,658

* This represents unclassified expenditure by "Civil Officers."

13. Omitting the outlay from Excluded Local Funds and Contributions, in regard to which the Public Works Department is merely the executive agency employed to carry out the work, the outlay in India on "Civil Works" during 1892-93 compares as follows with that incurred during the four preceding years :—

Heads of service.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
	Rx.	Rx.	Rx.	Rx.	Rx.
Public Works Officers.					
Civil Buildings	944,790	980,556	1,173,631	1,279,205	1,084,082
Communications	1,399,481	1,245,756	1,277,781	1,397,404	1,278,582
Miscellaneous Public Improvements	79,564	139,242	74,063	216,371	129,853
Tools and Plant	35,057	30,013	40,030	48,321	57,972
Suspense (Stock, etc.)	—18,364	—44,538	4,950	33,551	—10,522
Profit and loss	57	29	33	184	...
Total, exclusive of Establishment	2,440,585	2,351,058	2,570,488	2,975,036	2,539,967
Establishment	637,410	634,025	655,763	649,302	684,941
Total Public Works Officers	3,077,995	2,985,083	3,226,251	3,624,338	3,224,908
Officers of other Departments					
Civil Buildings	...	...	57,850	66,940	103,008
Communications	...	...	789,175	807,376	813,596
Miscellaneous Public Improvements	...	...	86,167	132,981	144,197
Tools and Plant	...	...	9,758	9,637	9,140
Miscellaneous	...	...	77,993	69,377	44,469
Total, exclusive of Establishment	...	...	1,020,943	1,086,311	1,114,410
Establishment	...	...	163,983	166,441	177,354
Total Officers of other Departments	*984,286	*1,146,525	1,184,926	1,252,752	1,291,764
GRAND TOTAL	4,062,281	4,131,608	4,411,177	4,877,090	4,516,672

* The expenditure by Officers of other Departments was not detailed in the accounts by service heads till the year 1890-91.

14. The preceding table shows that during the year under review there has been a considerable decrease in the outlay by Public Works agency on Buildings and some decrease in the outlay upon Communications.

15. The expenditure on Establishment bears the following ratio to the total outlay by Public Works Officers exclusive of Establishment :—

1888-89	26·12 per cent.
1889-90	26·97 ,,
1890-91	25·51 ,,
1891-92	21·83 ,,
1892-93	26·96 ,,

The large increase in 1892-93 will be observed.

The provinces showing unfavourable results are :—

Provinces.	Percentage in 1892-93.
	Rx.
Central India	63·83
Bengal	34·19
Hyderabad	30·18
Madras	29·75
North-Western Provinces and Oudh	28·83
Bombay	28·50

16. The following table shows the percentages of the total money expended in each Province under the different departmental and service heads :—

I.—By Public Works Officers.

Omitting Excluded Local and Contributions.

Provinces.	Civil Buildings.		Communications.		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.				
Military Works Department	69	31	...	...	...	...	25	...	—25	100
Rajputana	9	6	42	25	...	...	16	2	...	100
Central India	8	6	3	42	...	...	37	4	...	100
Coorg	5	4	19	46	3	...	18	3	2	100
Hyderabad	66	43	...	...	...	...	23	1	—33	100
Port Blair	25	50	...	...	...	...	25	...	...	100
Baluchistan	26	11	15	10	5	...	22	1	...	100
Central Provinces	30	4	22	23	1	...	18	2	...	100
Burma, Upper	36	4	23	12	2	...	21	2	...	100
Do., Lower	34	4	12	21	3	...	17	2	7	100
Assam	7	2	46	22	3	...	19	1	...	100
Bengal	33	13	11	17	...	2	26	1	—3	100
N.-W. Provinces and Oudh	18	8	15	30	8	...	22	1	—2	100
Punjab	23	10	10	30	5	2	20	1	—1	100
Madras	43	8	12	9	...	...	23	7	—2	100
Bombay	24	9	12	28	2	1	22	1	1	100
Percentage of all Provinces	26	7	17	23	3	1	21	2	...	100

II.—By Officers of other Departments.

Provinces.	Civil Buildings.		Communications.		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
Khorasan	100	...	...	...	...	...	...	...	...	...	100
Bagdad	...	100	...	...	...	...	...	...	...	...	100
Baluchistan	40	20	11	10	1	...	11	7	...	...	100
Mysore	...	...	...	100	...	...	...	...	...	...	100
Rajputana	1	6	12	2	17	37	25	...	...	...	100
Central India	20	48	2	20	...	...	10	...	...	...	100
Coorg	...	...	...	...	...	...	100	...	...	...	100
Central Provinces	1	1	4	62	3	6	21	...	...	2	100
Burma, Upper	6	...	29	13	39	8	4	...	...	1	100
Do., Lower	...	...	9	11	4	3	3	...	...	70	100
Assam	...	...	95	...	...	...	4	...	...	1	100
Bengal	4	4	26	47	3	1	14	1	...	...	100
N.-W. Provinces and Oudh	6	13	6	38	5	9	19	...	...	4	100
Punjab	...	...	...	...	...	...	18	...	...	82	100
Madras	4	2	15	54	8	3	13	1	...	...	100
Bombay	4	4	11	32	20	11	15	1	...	2	100
Percentage of all Provinces	5	3	18	45	7	4	14	1	...	3	100

17. Of the total outlay under Public Works Officers—

	Against in 1891-92.	Against in 1890-91.
26 per cent. was expended on new Buildings	28 per cent.	29 per cent.
17 „ „ „ „ „ Roads	18 „	17 „
3 „ „ „ „ „ Works of Miscellaneous Public Improvements	5 „	2 „
7 „ was spent in repairs of Buildings	8 „	8 „
23 „ „ „ „ „ Roads	20 „	22 „
1 „ „ „ „ „ Works of Miscellaneous Public Improvements	1 „	1 „
Establishment absorbed 21 per cent. of the total outlay and Tools and Plant 2 per cent.	18 „ 1 „	20 „ 1 „
Similarly, of the total outlay under officers of other Departments :—		
5 per cent. was expended on new Buildings	3 „	3 „
18 „ „ „ „ „ Roads	13 „	19 „
7 „ „ „ „ „ Works of Miscellaneous Public Improvements	7 „	5 „
3 „ „ „ on repairs to Buildings	2 „	2 „
45 „ „ „ „ Roads	47 „	48 „
4 „ „ „ „ Works of Miscellaneous Public Improvements	3 „	3 „
14 „ of the total outlay was recorded under Establishment	13 „	14 „
3 „ under Miscellaneous, and	6 „	6 „
1 „ of the outlay on Tools and Plant	1 „	1 „

18. The outlay under the different heads of service vary considerably in the several Provinces. More than one-fourth, or 26 per cent., of the total outlay by Public Works Officers has been spent on new buildings against 17 per cent. on new roads. The Provinces in which the percentage of new civil buildings is high are Madras, Baluchistan, Upper and Lower Burma. The expenditure by the Military Works Department is almost solely upon churches in cantonments, and in Hyderabad Imperial Civil Works consist of buildings only.

The largest expenditure on new roads has taken place in Assam, North-Western Provinces and Oudh, Upper and Lower Burma, Punjab and the Central Provinces.

It is noticeable that in Bengal and Madras a comparatively small proportion of the outlay on the construction and maintenance of roads is incurred through the agency of Public Works Officers, the bulk of the expenditure under these heads being accounted for by Civil Officers. Central India maintains a high percentage for establishment; the percentage is lowest in Rajputana, and is due to additional outlay upon works undertaken for famine relief.

The major portion of the outlay by Civil Officers was upon maintenance of roads and was incurred in Madras, Bengal, North-Western Provinces and Oudh, and Bombay, and it will be observed that repairs to roads have taken up 45 per cent. of the total outlay. Of the remainder 18 per cent. was expended on new roads.

19. The *Imperial* outlay was incurred in the under-noted Provinces upon the objects detailed :—

	Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Fort Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Officers of the Public Works Department.																	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
IMPERIAL.																		
Civil Buildings.																		
New Works.																		
Forest	...	...	...	...	...	...	...	...	...	...	...	...	...	1,231	...	...	...	1,231
Excise and Customs	...	...	...	47	...	...	...	...	...	...	...	...	...	...	...	...	421	468
Salt	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,584	5,584
Opium	...	...	...	...	...	...	...	...	...	...	...	...	130	3,320	...	...	70	3,520
Mint	...	...	...	...	...	...	...	...	...	...	...	...	944	...	...	...	336	1,280
Postal	10	158	175	37	...	136	...	2,605	355	1,170	...	205	1,164	1,124	693	634	818	9,284
Telegraph	...	—210	13	...	...	...	...	64	1,094	1,974	...	1,350	1,267	62	1,369	924	356	8,253
Viceregal Residences and Secretariat Offices of the Government of India	...	...	...	...	...	...	...	...	...	...	...	...	4,656	...	5,812	...	...	10,468
Treasury and Currency	...	...	...	19	...	...	...	55	...	...	...	...	290	...	...	...	13	377
Residences for Local Governments, Chief Commissioners, etc.	5	1,215	264	1	...	1,391	...	18,755	...	56	...	...	3,677	239	...	...	452	26,085
Land Revenue	...	405	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	405
Surveyor General's Office	...	...	...	...	...	...	...	...	...	...	...	...	276	...	...	...	...	276
Minor Departments	...	605	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	605
Educational	...	6	...	243	...	...	...	2,028	...	11,531	...	...	...	...	...	...	33	282
Law and Justice	...	...	19	89	...	...	...	84	...	810	...	...	...	...	...	...	...	13,967
Ecclesiastical	10,215	47	108	...	...	205	...	11	...	15,368	...	...	...	...	...	...	90	11,529
Jails	...	1,392	767	198	...	...	1,250	3,778	...	35,122	...	...	...	...	...	...	2,621	19,076
Police	...	92	...	348	...	...	...	167	...	3,772	...	...	...	...	...	...	594	41,961
Medical	...	...	88	...	...	...	...	...	...	...	...	...	51	...	...	...	...	4,619
Printing	...	...	...	...	...	...	...	672	...	...	...	...	...	...	...	...	...	51
Public Works	...	239	21	...	...	...	...	1,201	...	24,253	...	...	...	1,109	...	102	28,472	932
Miscellaneous	845	...	854	108	...	...	...	...	...	...	...	...	...	...	...	...	...	188,425
	11,075	3,979	2,367	1,090	...	1,732	1,250	29,420	1,449	94,056	...	1,555	12,445	5,976	8,983	1,558	11,490	
Deduct—Contributions	321	1,400	503	...	...	...	...	...	...	...	...	...	...	...	...	...	516	2,740
	10,754	2,579	1,864	1,090	...	1,732	1,250	29,420	1,449	94,056	...	1,555	12,445	5,976	8,983	1,558	10,974	185,685
Repairs.																		
Forest	...	...	...	46	...	...	...	15	...	...	...	...	...	51	...	...	...	112
Excise and Customs	...	...	...	8	...	...	...	...	...	...	...	...	...	60	...	...	208	276
Salt	...	...	...	...	...	...	...	...	...	...	...	...	761	...	...	...	3,634	4,395
Opium	...	...	46	...	...	...	...	...	...	...	...	...	1,465	2,652	...	...	7	4,170
Mint	...	...	...	...	...	...	...	...	...	...	...	...	634	...	...	...	450	1,084
Postal	45	73	118	20	...	237	...	92	179	317	...	331	1,293	1,485	1,510	1,006	1,271	7,977
Telegraph	48	122	72	8	...	26	...	116	58	118	...	323	922	408	886	412	1,569	5,088
Viceregal Residences, etc.	...	...	10	...	...	...	...	...	...	...	...	...	6,644	194	5,412	...	...	12,260
Residences for Local Governments, Chief Commissioners, etc.	27	762	551	316	...	340	...	2,540	...	530	...	...	26	88	...	...	412	5,987
Land Revenue	...	13	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
Treasury and Currency	...	...	...	97	...	...	...	40	...	...	...	...	127	6	...	...	84	354
Surveyor General's Office	...	...	...	...	...	...	...	...	...	...	...	...	45	...	...	...	...	4
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	24	...	126	...	...	...	150
Educational	...	284	...	81	...	...	...	...	...	...	...	...	...	...	...	...	12	377
Law and Justice	27	127	20	...	...	...	...	815	...	1,485	...	...	...	...	...	...	23	2,497
Ecclesiastical	5,134	183	98	3	...	16	...	27	...	371	...	...	...	...	...	...	...	5,832
Jails	...	132	171	17	...	...	1,408	113	...	699	...	...	...	...	...	...	66	2,606
Police	...	189	21	60	...	...	...	1,655	...	4,511	...	...	...	...	...	...	362	6,798
Medical	...	...	52	20	...	...	...	434	...	187	...	...	...	...	...	...	27	720
Printing	...	...	...	...	...	...	...	...	...	...	...	...	25	...	...	...	...	25
Public Works	...	269	231	114	...	...	...	1,005	...	...	...	...	...	...	...	...	...	1,513
Miscellaneous	479	6	844	87	...	...	...	1,922	...	3,004	...	...	202	...	649	...	214	6,407
	5,760	2,159	2,160	777	...	1,119	1,408	8,774	237	10,222	...	678	12,144	5,065	8,457	1,418	8,339	68,717
Deduct—Contributions	385	...	848	2	...	...	...	...	...	...	...	...	644	...	...	...	...	1,879
	5,375	2,159	1,312	775	...	1,119	1,408	8,774	237	10,222	...	678	11,500	5,065	8,457	1,418	8,339	66,838
Carried over	16,129	4,738	3,176	1,865	...	2,851	2,658	38,194	1,686	104,278	...	2,233	23,945	11,041	17,440	2,976	19,313	252,523

	Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward .	16,129	4,738	3,176	1,965	...	2,851	2,658	38,194	1,686	104,278	...	2,233	23,945	11,041	17,440	2,976	19,313	253,53
IMPERIAL—*contd.*																		
COMMUNICATIONS.																		
Works.																		
Metalled and bridged roads	...	13,104	1,357	2,164	...	...	...	...	...	24,251	15	58,110	...	...	1,533	...	...	100,53
Raised, bridged, and unmetalled roads . .	...	...	...	...	...	...	...	10,420	...	28,745	...	649	...	...	...	...	...	39,81
District roads . . .	...	...	...	...	...	...	...	...	...	4,310	...	...	...	...	...	...	872	5,18
Village roads . . .	...	...	...	...	...	...	...	...	...	3,427	...	...	...	...	...	...	...	3,42
Boat-bridges and ferries .	...	...	...	525	...	...	...	...	...	355	...	...	...	...	...	...	...	88
Accommodation for travellers	...	20	...	...	...	...	...	1,807	...	289	...	...	...	...	...	...	...	2,11
Miscellaneous . . .	...	...	...	37	...	...	...	...	...	...	...	...	...	...	...	...	...	3
TOTAL .	...	13,124	1,357	2,726	...	...	...	12,227	...	61,407	15	58,759	...	...	1,533	...	872	152,02
Deduct—Contributions .	...	268	513	...	...	...	...	...	...	...	...	...	...	...	...	...	...	78
TOTAL .	...	12,856	844	2,726	...	...	...	12,227	...	61,107	15	58,759	...	...	1,533	...	872	151,33
Repairs.																		
Arboriculture . . .	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Metalled and bridged roads	...	6,166	11,352	8,834	...	...	...	...	...	10,569	...	1,252	...	...	...	...	...	38,17
Raised, bridged, and unmetalled roads . .	...	859	...	...	...	...	...	7,235	...	19,576	1,718	...	...	...	...	...	...	29,38
District roads . . .	...	...	...	...	...	...	...	...	...	1,631	...	...	...	...	...	...	190	1,82
Village roads . . .	...	...	...	...	...	...	...	...	...	75	...	...	...	...	...	...	...	7
Boat-bridges and ferries .	...	7	233	...	...	...	...	...	...	5	...	...	...	...	...	...	...	24
Accommodation for travellers	...	175	18	...	...	...	...	1,149	...	19	...	...	...	...	...	...	...	1,36
Miscellaneous . . .	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	1
	...	7,215	11,603	8,846	...	...	...	8,384	...	31,875	1,718	1,252	...	...	...	...	190	71,08
Deduct—Contributions .	...	375	1,687	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,06
TOTAL .	...	6,840	9,916	8,846	...	...	...	8,384	...	31,875	1,718	1,252	...	...	...	...	190	69,02
MISCELLANEOUS PUBLIC IMPROVEMENTS.																		
Works.																		
Light-houses . . .	...	...	...	...	...	...	...	...	...	...	926	...	...	...	...	...		1,02
Paving and streets . .	...	...	...	...	...	...	...	38	...	...	...	...	...	...	...	...		
Markets	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Water-supply . . .	...	711	...	966	...	...	...	3,462	...	1,084	...	...	...	...	9,367	...	102	15,69
Petroleum explorations .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Coal explorations . .	...	...	...	...	...	...	...	...	10	...	...	...	262	...	...	...		
Miscellaneous . . .	...	1,974	...	7	...	...	...	...	...	2,348	...	...	...	...	...	...	40	4,3
Sewerage and drainage .	...	...	...	214	...	...	...	...	...	...	...	...	...	...	...	...		2
	...	2,685	...	1,187	...	...	...	3,500	10	3,432	926	...	262	...	9,367	...	237	21,6
Deduct—Contributions .	...	2,685	...	706	...	...	...	...	...	...	...	...	...	...	...	...	...	3,3
TOTAL .	...	...	...	481	...	...	...	3,500	10	3,432	926	...	262	...	9,367	...	237	18,3
Repairs.																		
Light-houses . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55	
Harbours . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	161	
Water-supply . . .	...	1,252	...	55	...	...	...	9	...	...	...	...	...	...	...	...	145	1,4
Miscellaneous . . .	...	75	...	13	...	...	...	...	...	615	...	...	...	...	...	...	263	9
	...	1,327	...	68	...	...	...	9	...	615	...	...	...	...	...	...	614	2,6
Deduct—Contributions .	...	1,327	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	1,3
TOTAL REPAIRS .	...	...	...	45	...	...	...	9	...	615	...	...	...	...	...	...	614	1,2
TOTAL WORKS AND REPAIRS	16,129	24,434	13,936	13,963	...	2,851	2,658	62,314	1,696	201,007	2,659	62,244	24,207	11,041	28,340	2,976	21,226	403,2
Establishment . . .	3,680	4,819	9,407	3,321	...	610	1,288	19,384	388	56,235	552	14,315	4,518	2,536	4,676	685	4,731	130,2
Tools and Plant . .	240	730	965	566	...	40	...	1,279	26	4,387	34	934	263	166	253	45	270	10,1
Suspense . . .	−3,856	...	−163	522	...	−870	...	−949	...	−776	209	−19	−1,128	...	−691	...	...	−8,7
Total Public Works Officers carried over .	16,193	29,983	24,145	18,372	...	2,631	3,946	81,028	2,110	261,454	3,454	77,474	27,960	13,743	32,578	3,706	26,227	633,9

	Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Khorasan.	Bagdad.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Public Works Officers brought forward . .	16,193	29,983	24,145	18,372	...	2,631	3,946	...	...	81,028	2,110	261,454	3,454	77,474	27,860	13,743	32,578	3,706	26,227	624,904
CIVIL BUILDINGS.																				
Works.																				
Postal	...	...	...	...	...	...	...	...	...	70	...	...	...	...	...	...	...	...	...	70
Residencies and Agencies	...	...	...	...	...	...	...	9,685	...	2	...	...	...	...	...	...	...	...	...	9,687
Land Revenue . .	...	...	...	...	...	...	...	...	...	1,078	...	...	...	...	...	...	...	...	...	1,078
Educational . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Law and Justice . .	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1
Police	...	...	...	...	...	...	...	...	...	113	...	...	...	...	...	...	...	...	...	113
Medical	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Public Works . . .	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	2
Miscellaneous . .	...	...	...	...	...	...	...	...	...	62	...	...	...	...	...	...	...	...	...	62
TOTAL .	...	...	...	...	...	...	...	9,685	...	1,328	...	...	...	...	...	...	...	...	...	11,013
Repairs.																				
Excise and Customs .	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14
Residencies and Agencies	...	...	27	...	...	...	...	...	100	55	...	...	...	...	...	...	...	...	...	182
Land Revenue . .	...	...	...	...	...	...	...	...	...	129	...	...	...	...	...	...	...	...	...	129
Treasury and Currency .	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	4
Minor Departments .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Educational . . .	...	...	...	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	25
Law and Justice . .	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	3
Police	...	...	...	...	...	...	...	...	...	84	...	...	...	...	...	...	...	...	...	84
Medical	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14
Public Works . .	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	9
Miscellaneous . .	...	...	...	...	...	...	...	...	...	318	...	...	...	...	...	...	...	...	...	318
TOTAL .	...	...	27	...	...	...	...	...	100	655	...	...	...	...	...	...	...	...	...	782
COMMUNICATIONS.																				
Works.																				
Accommodation for travellers	...	...	...	...	...	...	...	...	...	200	...	...	...	...	...	...	...	...	...	200
Metalled and bridged roads	...	...	...	...	...	...	...	...	...	145	...	...	...	...	...	...	...	...	...	145
District roads . .	...	...	181	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	181
Boat-bridges and ferries .	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	14
Miscellaneous . .	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1
TOTAL .	...	...	181	...	...	...	...	...	...	360	...	...	...	...	...	...	...	...	...	541
Repairs.																				
Metalled and bridged roads	...	...	...	...	503	...	...	...	...	222	...	...	...	...	...	...	...	...	...	725
District roads . . .	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1
Boat-bridges and ferries .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers	...	...	...	...	...	...	...	...	...	96	...	...	...	...	...	...	...	...	...	96
Miscellaneous . .	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	2
TOTAL .	..	...	...	...	503	...	...	...	...	321	...	...	...	...	...	...	...	...	...	824
MISCELLANEOUS PUBLIC IMPROVEMENTS.																				
Works.																				
Sewerage and drainage .	...	...	...	...	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...	35
Improvements to towns .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Water-supply . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous . .	...	240	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	246
TOTAL .	...	240	...	...	...	...	...	...	...	41	...	...	...	...	...	...	...	...	...	281
Repairs.																				
Water-supply . .	...	428	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428
Sewerage and drainage .	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	6
TOTAL .	...	428	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	434
Total Works and Repairs.	...	849	27	...	503	...	...	9,685	100	2,711	...	...	...	...	...	...	...	...	...	13,875
Establishment . .	...	377	...	...	...	...	...	...	...	354	...	...	...	...	...	...	...	...	...	731
Miscellaneous . .	...	...	...	...	...	...	...	...	...	212	...	...	...	...	...	...	...	...	...	312
TOTAL OFFICERS OF OTHER DEPARTMENTS .	...	1,226	27	...	503	...	...	9,685	100	3,277	...	...	...	...	...	...	...	...	...	14,818
TOTAL IMPERIAL .	16,193	31,209	24,172	18,372	503	2,631	3,946	9,685	100	84,305	2,110	261,454	3,454	77,474	27,860	13,743	32,578	3,706	26,227	639,722

20. In Upper Burma the large outlay of Rx. 261,454 is due to the opening out of the Province generally and to some extent to the commencement of new roads undertaken in the interests of labourers seeking relief on account of scarcity. The other provinces showing heavy outlay are Baluchistan and Assam. The principal works on which outlay was incurred were—

In Rajputana—

Road—Bhim-Barakhan Sojat.

In Coorg—

Road from Veerajapett to Periyapatam, Bangalore-Mangalore road.
Bridge across the causeway at Siddapur, Bangalore-Mangalore road

In Baluchistan—

Buildings—New block of Public Offices, Quetta.
Revenue Commissioner's Office, Quetta.
New Post Office, Quetta.
New Residency, Quetta.
Purchase of North-Western Railway building No. 8 at Shelabagh.
Zhob Levy Corps buildings, Fort Sandeman.
Levy Posts, Zhob Division.
Tehsil and Thannah at Musakhel.
Roads—Hindu Bagh-Fort Sandeman.
Mir Ali Khel-Khajuri Kach Section of the Murga-Gomal Road.
Survey of Chor Khel Dhana Road.
Miscellaneous Public Improvements—Fort Sandeman Water-supply.

In Upper Burma—

Buildings—Jails at Katha, Bhamo, Minbu, Kindat, and Yamèthin.
Roads—Myingyan-Fort Stedman, Yeu to Kinu Railway Station, Ye-u-Chindwin, Thabeitkyin-Mogok.

In Lower Burma—

Light-house at Oyster Island.

In Assam—

Hill Cart Road from Nichuguard to Manipur.

In Punjab—

Roads—Dera Ghazi Khan-Loralai.
North-West Frontier Road (Dera Ismail Khan to Khusalgarh).

The outlay incurred to the end of 1892-93 on the construction of the North-West Frontier Road from Dera Ismail Khan to Khusalgarh is as follows :—

	Estimate.	Outlay.	Excess.
	Rx.	Rx.	Rx.
Works	316,795	312,028	...
Establishment	65,897	67,659	1,762
Tools and Plant	12,600	9,250	...
TOTAL	395,292	388,937	...

In addition to this there has been an outlay of Rx. 3,684 on this work against an estimate of Rx. 2,595 which has been debited to 44—Military Works.

The largest outlay on repairs of buildings is in Bengal and is due to the residences of the Viceroy and the location of the Opium and other Imperial Departments.

Nearly half of the total outlay on the upkeep of roads has been incurred in Upper Burma: Central India, Coorg, Baluchistan, and Rajputana absorb most of the remainder.

21. The *Provincial* outlay was incurred in the under-noted Provinces upon the objects specified below :—

	Military Works.	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	OFFICERS OF THE PUBLIC WORKS DEPARTMENT.															
CIVIL BUILDINGS. *New Works.*	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Forest	...	...	...	...	...	...	621	...	...	143	...	...	...	140	687	1,591
Customs	...	...	...	...	...	...	...	...	209	...	36	...	...	...	275	520
Treasury and Currency	...	...	...	...	...	...	12	...	...	...	...	...	700	996	...	1,708
Postal	...	...	...	...	...	...	...	...	341	...	...	...	...	...	...	341
Telegraph	...	...	...	...	...	...	...	...	789	...	...	...	...	...	...	789
Excise	...	...	...	...	...	...	389	...	...	...	2,580	1,374	1,178	349	1,313	7,183
Residences for Local Governments, etc.	...	...	...	...	...	...	261	...	6,502	160	1,427	2,534	2,178	2,831	6,111	22,004
Secretariat Offices	...	...	...	...	...	...	104	...	154	52	586	5,433	960	492	29	7,810
Circuit houses not being Commissioner's Courts.	...	...	...	...	...	...	517	...	...	...	...	...	...	...	...	517
Land Revenue	...	...	...	...	...	...	2,132	...	...	...	28,280	16,729	10,459	23,342	13,653	94,595
Board of Revenue	...	...	...	...	...	...	...	...	...	...	9	425	111	156	...	701
Political Agencies	...	...	...	...	...	...	...	...	...	...	...	...	...	469	1,072	1,541
Stamps and Stationery	...	...	...	...	...	...	...	...	...	...	66	...	...	...	...	66
Minor Departments	...	...	...	...	...	...	10	...	...	201	111	1,644	5,799	196	141	8,102
Law and Justice	...	...	...	...	...	...	18,617	...	14,363	5,518	5,560	12,246	5,958	23,159	3,127	88,438
Ecclesiastical	...	...	...	...	...	...	69	...	235	497	3,079	813	2,264	956	582	8,495
Jails	...	...	...	...	...	...	19,288	...	41,013	1,917	9,408	12,628	20,908	6,311	35,539	147,012
Police	...	...	...	...	...	...	9,878	...	20,826	745	2,470	7,573	9,791	6,037	11,719	69,039
Educational	...	...	...	...	...	...	813	...	144	2,234	22,165	1,492	20,146	17,602	9,936	74,532
Medical	...	...	...	...	...	...	1,471	...	612	647	10,448	15,444	9,007	6,374	24,263	68,266
Registration	...	...	...	...	...	...	...	...	...	10	138	...	...	4,792	89	5,029
Printing	...	...	...	...	...	...	274	...	...	137	...	150	253	472	287	1,573
Public Works	...	...	...	...	...	...	1,426	...	581	512	282	3,621	3,215	5,105	118	14,860
Miscellaneous	...	...	...	...	...	...	1,201	...	19,777	3,093	5,268	846	1,581	569	1,800	34,135
	...	...	...	...	...	...	56,963	...	105,536	15,866	91,913	83,952	94,508	100,348	110,741	658,847
Deduct—Contributions	...	...	...	...	...	...	1,830	...	...	756	3,815	6,312	11,006	145	12,941	36,805
	...	...	...	...	...	...	55,163	...	105,536	15,110	88,098	76,640	83,502	100,203	97,800	622,042
Repairs.																
Forest	...	...	...	...	...	...	41	...	...	...	...	...	...	...	266	307
Customs	...	...	...	...	...	...	...	...	350	...	488	...	...	...	435	1,273
Treasury and Currency	...	...	...	...	...	...	10	...	...	...	...	...	57	330	...	397
Postal	...	...	...	...	...	...	...	...	322	...	...	...	...	...	...	322
Telegraph	...	...	...	...	...	...	...	...	667	...	...	...	...	...	...	667
Excise	...	...	...	...	...	...	1	...	...	...	...	757	346	226	105	1,435
Residences for Local Governments	...	...	...	...	...	...	340	...	886	266	2,444	1,121	1,288	3,424	2,493	12,262
Secretariat Offices	...	...	...	...	...	...	54	...	227	141	2,153	219	625	165	254	3,838
Circuit houses not being Commissioner's Courts.	...	...	...	...	...	...	263	...	...	...	...	...	...	...	...	263
Land Revenue	...	...	...	...	...	...	589	...	...	...	2,157	8,958	3,661	2,252	8,025	25,672
Board of Revenue	...	...	...	...	...	...	...	...	...	...	394	161	129	273	...	957
Stamps and Stationery	...	...	...	...	...	...	...	...	...	...	965	...	...	...	...	965
Political Agencies	...	...	...	...	...	...	...	...	47	34	...	...	161	...	744	986
Minor Departments	...	...	...	...	...	...	24	...	...	35	558	595	2,306	474	1,708	5,700
Law and Justice	...	...	...	...	...	...	1,066	...	2,277	1,828	4,266	1,965	1,009	633	2,739	15,803
Ecclesiastical	...	...	...	...	...	...	367	...	884	412	825	1,059	1,874	1,780	3,127	10,328
Jails	...	...	...	...	...	...	1,057	...	1,275	585	3,977	1,771	5,348	2,053	2,022	18,088
Marine	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	17
Police	...	...	...	...	...	...	1,942	...	614	344	1,457	7,794	4,970	1,056	4,665	22,842
Educational	...	...	...	...	...	...	93	...	395	504	2,238	1,805	721	841	2,887	9,484
Medical	...	...	...	...	...	...	186	...	181	56	2,631	976	782	920	3,870	9,502
Registration	...	...	...	...	...	...	...	...	...	...	77	9	1	34	7	128
Printing	...	...	...	...	...	...	3	...	...	15	...	151	55	20	170	414
Public Works	...	...	...	...	...	...	975	...	845	1,139	2,446	637	1,091	3,466	1,189	11,787
Experimental Farm	...	...	...	...	...	...	...	...	...	...	...	184	...	...	...	184
Miscellaneous	...	...	...	...	...	...	9	...	3,614	1,121	969	471	330	804	1,033	8,357
	...	...	...	...	...	...	7,020	...	12,584	6,480	27,945	28,653	24,760	18,780	35,756	161,978
Deduct—Contributions	...	...	...	...	...	...	33	...	...	...	59	471	910	...	311	1,784
	...	...	...	...	...	...	6,987	...	12,584	6,480	27,886	28,182	23,850	18,780	35,445	160,194
Carried over	...	...	...	...	...	...	62,140	...	118,120	21,590	115,984	104,822	107,352	118,983	133,245	782,236

	Military Works.	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
								Officers of the Public Works Department—*continued.*								
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	...	...	...	...	...	...	62,140	...	118,120	21,590	115,984	104,822	107,362	118,983	133,245	782,236
Communications.																
New Works.																
Metalled and bridged roads	...	...	...	...	...	...	6,837	...	12,062	980	27,069	18,489	16,354	24,084	7,925	113,800
Raised, bridged, and unmetalled roads	...	...	...	...	...	...	28,654	...	3,725	32,774	7,111	...	10,820	...	13,565	96,649
District roads, unmetalled and unraised	...	...	...	...	...	...	...	...	1,404	159	...	...	...	...	2,371	4,334
Village roads	...	...	...	...	...	...	...	...	7,325	41	...	...	...	...	...	7,366
Boat-bridges and ferries	...	...	...	...	...	...	213	...	...	161	...	3,362	25	...	...	3,761
Accommodation for travellers	...	...	...	...	...	...	938	...	...	1,414	121	2,060	3,517	...	169	8,219
	...	...	...	...	...	...	36,642	...	24,516	35,529	34,301	23,911	30,716	24,084	24,030	233,729
Deduct—Contributions	...	...	...	...	...	...	4,962	...	...	791	1,352	72	...	...	397	7,574
	...	...	...	...	...	...	31,680	...	24,516	34,738	32,949	23,839	30,716	24,084	23,633	226,155
Repairs.																
Metalled and bridged roads	...	...	...	...	...	...	22,503	...	46,071	8,019	44,506	75,781	50,465	11,488	59,603	318,436
Raised, bridged, and unmetalled roads	...	...	...	...	...	...	16,895	...	9,179	22,196	6,664	6	19,535	...	18,548	93,023
District roads, unmetalled and unraised	...	...	...	...	...	...	...	...	954	820	...	6	...	...	4,431	6,211
Village roads	...	...	...	...	...	...	...	...	79	...	...	...	...	...	122	201
Boat-bridges and ferries	...	...	...	...	...	...	1,157	...	...	3,179	...	8,408	11,087	...	...	23,831
Accommodation for travellers	...	...	...	...	...	...	153	...	...	2,574	42	3,057	5,000	...	970	11,796
Arboriculture	...	...	...	...	...	...	...	...	...	...	...	...	...	...	72	72
	...	...	...	...	...	...	40,708	...	56,283	36,788	51,212	87,258	86,087	11,488	83,746	453,570
Deduct—Contributions	...	...	...	...	...	...	106	...	...	50	52	1,663	...	...	16	1,887
	...	...	...	...	...	...	40,602	...	56,283	36,738	51,160	85,595	86,087	11,488	83,730	451,683
Miscellaneous Public Improvements.																
New Works.																
Improvements to towns	...	...	...	...	...	...	10	...	5	...	...	3,873	17	200	...	4,105
Markets	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	2,584	...	639	3,223
Water-supply	...	...	...	...	...	...	37,479	...	...	1,083	232	34,542	34,449	27	110	107,922
Sewerage and drainage	...	...	...	...	...	...	976	...	...	8	...	7,990	11,831	...	1,191	21,996
Harbours	...	...	...	...	...	...	...	...	200	...	310	...	...	...	146	656
Light-houses	...	...	...	...	...	...	...	...	126	...	595	...	...	...	...	721
Coal exploration	...	...	...	...	...	...	94	...	...	...	...	...	...	...	...	94
Miscellaneous	...	...	...	...	...	...	820	...	936	2,904	—117	4,778	19	...	833	10,263
	...	...	...	...	...	...	39,379	...	1,267	4,085	1,020	51,183	48,900	317	2,919	149,070
Deduct—Contributions	...	...	...	...	...	...	37,814	...	...	727	1,894	11,516	40,675	15	...	92,641
	...	...	...	...	...	...	1,565	...	1,267	3,358	—874	39,667	8,225	302	2,919	56,429
Repairs.																
Improvements to towns	...	...	...	...	...	...	...	...	...	...	...	349	156	1,187	...	1,692
Markets	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	3,974	...	40	4,014
Water-supply	...	...	...	...	...	...	238	...	28	44	...	177	32	2	...	521
Sewerage and drainage	...	...	...	...	...	...	16	...	...	...	...	247	...	90	...	353
Harbours	...	...	...	...	...	...	...	...	129	...	1,828	...	...	...	322	2,279
Light-houses	...	...	...	...	...	...	...	...	678	...	5	...	...	...	106	789
Miscellaneous	...	...	...	...	...	...	1,016	...	19	...	4,070	...	...	35	2,880	8,020
	...	...	...	...	...	...	1,270	...	854	44	5,903	773	4,162	1,314	3,348	17,668
Deduct—Contributions	...	...	...	...	...	...	1,250	...	...	...	5	69	...	...	...	1,324
	...	...	...	...	...	...	20	...	854	44	5,898	704	4,162	1,314	3,348	16,344
Total Works and Repairs	...	...	...	...	...	...	136,007	...	201,040	96,468	205,117	254,627	236,542	156,171	246,875	1,532,847
Establishment	...	...	...	...	...	...	33,534	...	44,894	32,267	71,990	74,746	71,142	50,822	92,719	472,114
Tools and Plant	...	...	...	...	...	...	4,992	...	5,144	1,862	2,697	3,509	4,490	24,194	4,847	41,735
Suspense	...	...	...	...	...	...	87	...	21,755	- 496	—7,411	—9,460	—4,957	—5,878	3,556	—2,804
Total Public Works Officers—carried over	...	...	...	...	...	...	174,620	...	272,833	130,101	272,393	323,422	307,217	215,309	347,997	2,043,892

	Military Works.	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
								Officers of other Departments.								
	Rx.	Rx.	Rx.	Rx.	Ex.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Public Works Officers—brought forward	...	...	...	...	...	...	174,620	...	272,833	130,101	272,393	323,422	307,217	215,309	347,997	2,043,892
PROVINCIAL—contd.																
Civil Buildings.																
New Works.																
Circuit-houses not being Commissioner's Courts	...	...	...	...	...	...	...	...	...	...	583	...	...	...	...	583
Minor Departments	...	...	...	...	...	...	...	...	...	...	8	57	...	...	...	65
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	...	7,239	...	...	7,239
Police	...	...	...	...	...	...	...	...	...	...	873	...	...	...	...	873
Educational	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	8
Miscellaneous	...	...	...	...	...	...	...	...	...	...	466	...	...	...	...	466
	...	...	...	...	...	...	...	...	...	...	591	1,404	...	7,239	...	9,234
Repairs.																
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	478	...	...	...	478
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	...	439	...	...	439
Ecclesiastical	...	...	...	...	...	...	...	...	...	...	591	...	...	...	...	591
Police	...	...	...	...	...	...	...	...	...	...	...	1,521	...	...	...	1,521
Medical	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...	...	785	3,184	...	...	...	3,969
	...	...	...	...	...	...	...	...	...	...	1,376	5,183	...	439	...	6,998
Communications.																
New Works.																
Metalled and bridged roads	...	...	...	...	...	...	...	...	...	...	...	...	...	1,113	...	1,113
Unmetalled roads	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
District roads	...	...	...	...	...	...	...	...	...	...	...	23	...	...	...	23
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	127	...	...	...	127
Boat-bridges and ferries	...	...	...	...	...	...	...	...	...	...	...	...	257	...	...	257
Accommodation for travellers	...	...	...	...	...	...	...	...	...	...	...	49	...	...	...	49
Miscellaneous	...	...	...	...	...	...	...	...	...	...	1,991	594	112	...	...	2,697
	...	...	...	...	...	...	...	...	...	...	1,991	594	311	...	1,370	4,266
Repairs.																
Metalled and bridged roads	...	...	...	...	...	...	...	...	...	...	1,811	...	...	2,904	...	4,715
Unmetalled roads	...	...	...	...	...	...	...	...	...	...	...	976	...	...	...	976
District roads, unmetalled and unraised	...	...	...	...	...	...	...	...	...	...	...	349	...	...	...	349
Village roads	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	1,041	...	...	...	1,041
Boat-bridges and ferries	...	...	...	...	...	...	...	...	...	...	530	...	...	44	...	574
Accommodation for travellers	...	...	...	...	...	...	...	...	...	...	...	132	...	...	...	132
Miscellaneous	...	...	...	...	...	...	...	...	...	...	2,033	142	...	...	...	2,175
	...	...	...	...	...	...	...	...	...	...	4,374	2,640	...	2,948	...	9,962
Miscellaneous Public Improvements.																
New Works.																
Improvements to towns	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Water-supply	...	...	...	...	...	...	...	...	...	...	...	107	...	22,349	1,219	23,675
Sewerage and drainage	...	...	...	...	...	...	...	...	...	...	...	...	...	4,058	...	4,058
Miscellaneous	...	...	...	...	...	...	...	...	...	...	5,524	3,645	...	...	...	9,169
	...	...	...	...	...	...	...	...	...	...	5,524	3,752	...	26,407	1,219	36,902
Repairs.																
Improvements to towns	...	...	...	...	...	...	...	...	...	...	900	40	...	47	...	987
Water-supply	...	...	...	...	...	...	...	...	...	...	...	882	...	35	1,662	2,579
Sewerage and drainage	...	...	...	...	...	...	...	...	...	...	418	...	...	...	...	418
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	6,757	...	...	...	6,757
	...	...	...	...	...	...	...	...	...	...	1,318	7,679	...	82	1,662	10,741
Total Works and Repairs	...	...	...	...	...	...	...	...	...	...	1,991	13,777	20,969	...	38,486	2,881	78,103
Establishment	...	...	...	...	...	...	38	...	...	85	4,271	4,639	1,796	...	...	10,829
Tools and Plant	...	...	...	...	...	...	...	...	...	...	72	299	...	...	...	371
Miscellaneous	...	...	...	...	...	...	223	...	23,625	...	...	2,974	1,485	...	855	29,162
Total Officers of other Departments	...	...	...	...	...	...	261	...	23,625	2,076	18,120	28,881	3,281	38,485	3,736	118,465
Total Provincial	...	...	...	...	...	...	174,881	...	296,458	132,177	290,513	352,303	310,498	253,794	351,733	2,162,357

22. The following table shows the proportions in which Provincial outlay has been utilized on Buildings, Roads, etc.:—

Provinces.	PERCENTAGE OF TOTAL OUTLAY.											Remarks.
	Civil Buildings.		Communications.		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	Total.	
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.						
Officers of the Public Works Department.												
Central Provinces.	32	4	18	23	1	...	19	3	...		100	
Lower Burma .	38	4	9	20	1	1	17	2	8		100	
Assam . .	12	5	26	28	3	...	25	1	...		100	
Bengal . .	32	10	12	19	...	2	26	1	—2		100	
North-Western Provinces and Oudh.	24	9	7	27	12	...	23	1	—3		100	
Punjab . .	27	8	10	28	3	1	23	1	—1		100	
Madras . .	47	8	11	5	...	1	23	7	—2		100	
Bombay .	28	10	7	24	1	1	27	1	1		100	
	30	8	11	22	3	1	23	2	...		100	
Officers of other Departments.												
Central Provinces.	...	...	...	...	...	...	14	...		86	100	
Lower Burma .	...	...	...	...	...	...	...	...		100	100	
Assam . .	...	...	96	...	...	...	4	...		...	100	
Bengal . .	3	8	3	24	31	7	24	...		...	100	
North-Western Provinces and Oudh.	5	18	1	9	13	27	16	1		10	100	
Punjab . .	...	...	...	...	...	...	55	...		45	100	
Madras . .	19	1	4	7	69	...	...	...		...	100	
Bombay . .	...	...	...	...	33	44	...	...		23	100	
	8	6	4	8	31	9	9	...		25	100	

23. The outlay by Officers of the Public Works Department has been expended in the following proportions :—

			Against in	
			1891-92.	1890-91.
30	per cent.	on new Buildings	32 per cent.	32 per cent.
11	,,	,, Roads	12 ,,	13 ,,
3	,,	,, works of Miscellaneous Public Improvements	6 ,,	2 ,,
8	,,	,, repairs to Buildings	8 ,,	8 ,,
22	,,	,, ,, to Roads	20 ,,	21 ,,
1	,,	,, ,, ,, works of Miscellaneous Public Improvements	1 ,,	1 ,,
23	,,	of the total outlay has gone in payments to establishment	19 ,,	22 ,,
2	,,	on Tools and Plant	1 ,,	1 ,,

24. Attention is invited to the outlay by Public Works Officers of Rx. 622,042 on new buildings, as compared with Rx. 226,155 on new roads.

25. The variations in the percentages are very marked, as will be seen from the table in para. 22. In Madras the outlay on new buildings is 47 per cent. against 11 per cent. on new roads, and in Lower Burma 38 per cent. on new buildings against 9 per cent. on roads. Punjab, Bombay, and Bengal also show considerably larger outlay on new buildings than on new roads.

The outlay by Officers of other Departments is comparatively small: this agency is chiefly made use of in Madras, Lower Burma, Bengal, and in the North-Western Provinces and Oudh.

In Lower Burma the whole outlay appears under Miscellaneous, which means that it is unclassified; 13 per cent. of the total outlay in the North-Western Provinces and Oudh is devoted to works of Miscellaneous Public Improvement and 27 per cent. to repairs of works of the same class; repairs to buildings and roads absorb 18 per cent. and 9 per cent., respectively.

In Bengal 31 per cent. of the entire outlay has been spent upon new works of Miscellaneous Public Improvements, and 24 per cent. on each of the heads—repairs to roads and establishment.

In Madras, 69 per cent. of the total outlay has been spent upon works of Miscellaneous Public Improvement, 19 per cent. on new buildings, and 7 per cent. on up-keep of roads.

26. *Repairs* of Buildings and Roads have taken up the under-noted percentages of the total outlay :—

Provinces.	Percentage of total outlay incurred on repairs.		
	Buildings.	Roads.	Miscellaneous Public Improvements.
Public Works Officers.			
Central Provinces	4	23	...
Upper Burma	*Nil.*	*Nil.*	*Nil.*
Lower ,,	4	20	1
Assam	5	28	...
Bengal	10	19	2
North-Western Provinces and Oudh	9	27	...
Punjab	8	28	1
Madras	8	5	1
Bombay	10	24	1
Officers of other Departments.			
Central Provinces, Upper Burma, Lower ,, Assam	*Nil.*	*Nil.*	*Nil.*
Bengal	8	24	7
North-Western Provinces and Oudh	18	9	27
Punjab	*Nil.*	*Nil.*	*Nil.*
Madras	1	7	...
Bombay	...	...	44

27. The principal works on which outlay was incurred were—

In Central Provinces—

Buildings—New Residency, Nagpur.
New Court-house, Nagpur.
Hospital in Central Jail, Jubbulpore.

Roads—Nagpur-Umrer.
Mul-Umrer.
Arang-Khariar.
Bilaspur-Mandla.
Dhar-Budnur.
Mandla-Dindori.
Mandla-Bilaspur.

In Lower Burma—

Buildings—New Government House, Rangoon.
New Public Offices, Rangoon.
Deputy Commissioner's Court, Treasury and Thana, Sandoway.
Central Jail at Insein.
Roads—Shwegun-Hinebwè.

In Assam—

Roads—Changsil Road, Duarbund to Aijal.
Bridges on the Companyganj-Salutikar Road.
Completing Gorumar Road.
Improving and bridging Northern Trunk Road, Ranganadi to Dekrang.
Improving and bridging Fenchuganj Road.

In Bengal—

Buildings—Collectorate and Income Tax Office, Calcutta.
School of Art and Art Gallery, Calcutta.
Chemical laboratory for the Presidency College, Calcutta.
New wing to the opium godown, Calcutta.
Roads—Bridge over Subornarekha at Toolin.
Chakradharpur to Chaibassa.
Bridges on Darjeeling Hill Cart Road.
Darjeeling-Lebong Road.

In North-Western Provinces and Oudh—

Buildings—Jail at Gorakhpur.
Additions and alterations to the Thomason Hospital, Agra.
Roads—Bridging the Hindan at Ghaziabad.
Extension of the Fyzabad, Basti and Gorakhpur Trunk road to the Katra and Lakharmandi Stations.

In the Punjab—

Buildings—Central Jail, Montgomery.
Restoration of Lawrence Military Asylum, Sanawar.

In Madras—

Buildings—Additions and improvements to Government House, Ootacamund.
Collector's Office at Calicut.
New High Court, Madras.
Additions and alterations to the District Jail, Cuddapah.
Connemara Library and Victoria Technical Institute.
Adding a third story to the General Hospital.
Workshop for students of the Engineering College.
New criminal enclosure to the Lunatic Asylum.
Roads—Pottingi to Koraput.
New Pottingi Ghât Road,
Vayitri to Gudalur.

In Bombay—

Buildings—Distillery at Surat.
Central Jail, Ahmedabad.
Central Jail, Hyderabad.
Anjuman-i-Islam School, Bombay.
Elphinstone Middle School, Bombay.
St. George's Hospital, Bombay.
Bai Motlibai Hospital, Bombay.
Sir Dinshaw Maneckji Petit Hospital for women and children, Bombay.
Roads—Dahanu-Jawhár.
Dhansura-Hursol.
Nipani-Mahalingpur.
Gokuk-Navalgund.
Ghoda-Ambegaon.
Metalling Bombay-Agra road beyond River Tapti.
Bridge over Sabarmati River.

Miscellaneous Public Improvements—Clearing and levelling ground at Bijapur.

28. The money obtained from *Incorporated Local Funds* has been expended on the undernoted objects:—

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab	Madras.	Bombay.	Total.
Officers of the Public Works Department.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Civil Buildings.															
New Works.															
Land Revenue	...	...	...	...	...	...	...	...	...	...	...	109	...	...	109
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	-100	...	...	-100
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2
Police	...	...	...	...	...	...	...	...	...	...	...	93	...	...	93
Educational	...	...	...	...	...	...	...	...	...	...	6,120	3,919	...	8,326	18,374
Medical	...	...	...	...	...	374	850	403	13	...	16,454	3,966	...	2,194	24,254
Public Works	...	...	...	...	...	...	...	745	94	...	196	2,229	...	....	3,264
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	385	8	393
	...	...	...	...	...	374	850	1,148	107	...	22,779	10,218	385	10,528	46,389
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	12,608	...	...	...	12,608
	...	...	...	...	...	374	850	1,148	107	...	10,171	10,218	385	10,528	33,781
Repairs.															
Land Revenue	...	...	...	...	...	...	...	...	...	...	...	1,890	...	...	1,890
Excise	...	...	...	...	...	...	...	...	...	...	...	96	...	...	96
Minor Departments	...	...	...	...	...	...	...	...	...	...	31	200	...	...	231
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	578	...	...	578
Police	...	...	...	...	...	...	...	...	...	...	...	359	...	...	359
Educational	...	...	...	...	...	...	...	16	...	...	2,718	3,439	...	47	6,220
Medical	5	...	...	...	...	...	...	77	...	...	2,674	1,864	...	183	4,702
Public Works	...	...	...	...	...	...	...	...	224	...	287	941	...	...	1,452
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	78	78
	5	...	...	...	...	...	...	93	224	...	5,680	9,367	...	307	15,576
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	34	...	...	...	34
	5	...	...	...	...	...	...	93	224	...	5,646	9,367	...	307	15,542
Communications.															
New Works.															
Metalled and bridged roads	...	...	117	...	...	160	...	...	1,842	...	28,263	3,141	2,843	14,296	50,662
Raised, bridged, and unmetalled road	184	...	...	...	...	8,832	...	...	26,464	...	20,050	...	...	16,569	72,099
District roads, unmetalled and unraised	...	...	411	...	...	...	248	15,158	...	...	6,487	...	15	3,227	25,546
Village roads	...	...	...	...	...	...	...	348	47	...	61	3,392	...	2,766	6,614
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	5,371	...	333	5,704
Boat-bridges and ferries	...	...	530	...	...	...	...	...	633	...	...	...	1,175	...	2,338
Navigable canals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers	...	...	34	...	...	168	...	...	782	...	581	746	...	1,227	3,537
Miscellaneous	...	...	19	...	...	...	...	...	...	...	...	...	...	...	19
	184	...	1,111	...	...	9,160	248	15,506	29,768	...	55,442	12,649	4,033	38,418	166,519
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	537	...	...	...	537
	184	...	1,111	...	...	9,160	248	15,506	29,768	...	54,905	12,649	4,033	38,418	165,982
Repairs.															
Metalled and bridged roads	390	...	201	...	...	2,073	...	...	218	...	59,673	18,848	8,108	18,380	105,891
Raised, bridged, and unmetalled roads	362	...	...	...	...	1,295	...	...	17,342	...	9,335	...	...	25,407	53,744
District roads, unmetalled and unraised	...	...	709	...	...	...	170	6,951	...	...	2,654	...	...	11,721	22,205
Village roads	...	...	...	...	...	...	...	88	2,596	...	...	21,069	...	88	23,841
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	1,301	...	1,304	2,605
Boat-bridges and ferries	...	...	70	...	...	...	...	...	362	...	...	436	411	...	1,278
Navigable canals	...	...	...	...	...	...	...	...	...	...	...	...	1,207	...	1,207
Accommodation for travellers	...	...	147	...	...	...	...	...	1,199	...	145	2,604	...	229	4,324
Miscellaneous	...	...	7	...	...	...	...	...	...	...	...	...	...	...	7
	752	...	1,134	...	...	3,371	170	7,039	21,717	...	71,807	42,257	9,726	57,129	215,102
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	600	...	...	...	600
	752	...	1,134	...	...	3,371	170	7,039	21,717	...	71,207	42,257	9,726	57,129	214,502
Carried over	941	...	2,245	...	...	12,905	1,268	23,786	51,816	...	141,829	74,491	14,144	106,383	429,807

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Brought over	Rx. 941	Rx. ...	Rx. 2,215	Rx. ...	Rx. ...	Rx. 12,905	Rx. 1,268	Rx. 23,786	Rx. 51,816	Rx. ...	Rx. 111,829	Rx. 74,491	Rx. 14,144	Rx. 106,382	Rx. 429,807
MISCELLANEOUS PUBLIC IMPROVEMENTS.															
New Works.															
Improvements to towns	...	...	...	...	...	9	...	...	...	...	47	685	...	...	741
Markets	...	...	...	...	...	...	2,643	3,815	466	...	...	171	...	...	6,995
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	58	...	...	58
Water-supply	...	...	125	...	...	3	...	559	2,151	...	...	5,007	292	5,604	13,739
Sewerage and drainage	...	...	...	...	...	9	...	...	189	...	33	1,501	...	...	1,735
Harbours	...	...	...	...	...	...	...	1,138	...	...	...	...	...	...	1,138
Conservancy	...	...	...	...	...	...	...	...	...	...	...	11	...	...	11
Miscellaneous	...	..	40	...	...	...	...	1,819	663	...	229	592	...	...	3,243
	...	...	165	...	...	21	2,643	6,631	3,469	...	309	8,028	292	5,604	27,062
Deduct– Contributions	...	...	...	...	...	...	...	...	...	...	229	...	...	...	229
	...	...	16	...	...	21	2,643	6,631	3,469	...	80	8,028	292	5,604	26,833
Repairs.															
Improvements to towns	...	...	...	...	...	...	...	...	...	...	39	282	...	...	321
Markets	...	...	2	...	...	...	...	512	185	...	...	...	...	...	699
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	1,146	...	...	1,146
Water-supply	...	...	27	...	...	...	...	64	124	...	...	3,287	84	456	4,042
Sewerage and drainage	...	...	...	...	...	...	...	...	699	...	1,67	421	...	...	2,796
Harbours	...	...	...	...	...	...	...	275	...	...	...	...	...	13	288
Conservancy	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1
Miscellaneous	...	..	43	...	...	...	...	726	446	...	...	281	...	...	1,496
	...	...	72	...	...	...	...	1,577	1,454	...	1,715	5,418	84	469	10,789
Deduct– Contributions	...	...	...	...	...	...	...	...	...	...	4	...	...	...	40
	...	...	72	...	...	...	...	1,577	1,454	...	1,67	5,418	84	469	10,749
TOTAL WORKS AND REPAIRS	941	...	2,482	...	...	12,926	3,811	31,994	56,739	...	143,581	87,937	14,520	112,455	467,389
Establishment	94	...	620	...	...	...	1,182	7,255	4,585	...	39,54	12,286	3,130	13,990	82,682
Tools and Plant	14	...	37	...	...	...	57	473	...	...	1,702	370	1,611	1,775	6,039
Suspense	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2
TOTAL OFFICERS OF THE P. W. DEPT.	1,049	...	3,139	...	...	12,926	5,050	39,722	61,324	...	184,826	100,593	19,261	128,222	556,112
CIVIL BUILDINGS.						OFFICERS OF OTHER DEPARTMENTS.									
New Works.															
Postal	...	...	...	...	...	...	...	...	...	149	...	...	...	...	149
Administration	...	...	...	...	...	...	...	...	...	1,778	...	...	21	52	1,851
Minor Departments	...	...	...	...	...	...	...	...	...	1,003	13	...	...	...	1,016
Police	...	50	...	...	...	...	...	...	...	1,213	...	...	...	...	1,263
Law and Justice	...	...	...	...	...	...	...	...	...	3,983	...	...	...	...	3,983
Educational	10	...	...	...	...	...	10	...	...	218	2,692	...	3,350	5,919	12,199
Jails	...	...	...	...	...	...	...	...	...	2,287	...	...	...	...	2,287
Medical	...	...	...	...	...	...	823	...	...	1,941	834	...	4,178	33	7,809
Public Works	...	...	...	...	...	...	...	...	...	4,147	...	...	496	...	4,643
Miscellaneous	...	...	...	...	...	142	...	...	...	1,567	168	...	5,385	403	7,665
	10	50	...	...	...	142	833	...	...	18,286	3,707	...	13,430	6,407	42,865
Repairs.															
Postal	...	...	...	...	...	...	...	...	...	530	...	...	2	...	532
Administration	...	3	...	...	...	...	...	...	...	2,638	...	...	32	21	2,694
Minor Departments	...	...	...	...	...	...	...	...	...	134	...	...	...	...	134
Police	...	1	...	...	...	...	10	...	...	754	23	...	...	...	788
Law and Justice	10	1	...	...	...	...	...	...	...	2,439	...	...	...	...	2,450
Educational	67	...	...	...	...	...	27	1	...	468	5,881	...	625	5,804	12,826
Jails	...	11	...	...	...	...	...	...	...	1,467	...	...	...	...	1,478
Medical	8	...	...	...	...	...	14	...	...	25	273	...	1,368	31	1,719
Public Works	...	62	...	...	...	...	...	...	...	1,768	...	...	418	...	2,248
Ecclesiastical	...	...	...	...	...	...	...	...	...	41	...	...	...	...	41
Miscellaneous	...	18	...	...	...	120	...	...	...	1,869	138	...	4,815	198	7,156
	85	94	...	...	...	120	51	1	...	12,133	6,318	...	7,260	6,054	32,116
Carried over	95	144	...	...	...	262	884	1	...	30,419	10,025	...	20,690	12,461	74,981
	1,049	...	3,139	...	...	12,926	5,050	39,722	61,324	...	184,826	100,593	19,261	128,222	556,112

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Brought over	Rx. 1,049	Rx. ...	Rx. 3,139	Rx. ...	Rx. ...	Rx. 12,926	Rx. 5,050	Rx. 39,722	Rx. 61,324	Rx. ...	Rx. 184,826	Rx. 100,593	Rx. 19,261	Rx. 128,222	Rx. 556,112
	95	144	...	...	...	262	884	1	...	30,419	10,025	...	20,690	12,461	74,981
COMMUNICATIONS.															
New Works.															
Metalled and bridged roads	...	...	...	...	...	48	...	...	...	19,121	36	...	35,669	230	55,104
Raised, bridged, and unmetalled roads	...	...	...	...	...	25	...	...	...	29,916	754	...	7,264	1,378	39,367
District roads, unmetalled and unraised	...	...	...	...	...	257	...	...	...	5,958	724	...	1,310	270	8,519
Village roads	...	...	...	...	...	...	2,786	1,049	...	6,304	352	...	8,205	3,793	22,489
Bridges and culverts	...	6	...	...	...	...	960	1,609	...	57,017	1,995	...	11,858	3,583	77,028
Boat-bridges and ferries	...	...	...	...	...	...	4	44	...	1,059	36	...	731	38	1,912
Navigable canals	...	...	...	...	...	...	25	165	...	42	...	...	...	...	232
Accommodation for travellers	...	...	...	...	...	460	262	73	...	1,972	149	...	1,766	6,140	10,822
Arboriculture	...	...	...	...	...	...	...	...	...	958	...	...	151	...	1,109
Miscellaneous	...	...	...	...	...	...	137	65	25	2,577	323	...	4,401	311	7,929
	...	6	...	...	...	790	4,174	3,005	25	124,951	4,369	...	71,448	15,713	224,511
Repairs.															
Metalled and bridged roads	...	33	...	...	...	493	...	...	...	81,980	29	...	166,431	3,134	252,100
Raised, bridged, and unmetalled roads	...	...	...	...	...	3,698	...	...	...	54,715	14,077	...	31,364	8,086	111,940
District roads, unmetalled and unraised	20	...	...	...	...	5,085	...	...	...	23,743	10,226	...	29,898	10,421	79,388
Village roads	...	...	...	...	...	867	1,021	2,617	...	30,412	3,196	...	24,980	17,431	80,524
Bridges and culverts	...	17	...	...	...	...	648	845	...	17,166	1,377	...	3,840	1,090	24,953
Boat-bridges and ferries	...	...	...	...	...	150	...	5	...	3,426	106	...	630	571	4,888
Accommodation for travellers	4	1	...	...	...	536	59	202	...	3,094	715	...	859	6,222	12,291
Navigable canals	...	...	...	...	...	...	...	103	...	118	...	...	420	...	641
Arboriculture	...	...	...	...	...	1,112	...	...	...	3,905	...	...	1,790	...	5,907
Miscellaneous	...	...	...	...	...	...	72	52	...	570	68	...	...	88	880
	24	51	...	...	...	11,941	1,800	3,824	...	218,828	29,794	...	260,207	47,023	573,492
MISCELLANEOUS PUBLIC IMPROVEMENTS.															
New Works.															
Improvements to towns	...	...	...	...	...	...	...	...	...	2	...	...	99	...	101
Markets	...	...	...	...	...	...	3,940	506	...	..	...	...	6,431	...	10,877
Water-supply	...	...	...	...	...	659	532	175	...	8,431	300	...	2,144	27,787	40,078
Sewerage and drainage	...	...	...	...	...	11	...	...	...	902	...	...	104	...	1,017
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	311	...	311
Miscellaneous	...	...	...	...	...	...	1,145	489	...	1,463	50	...	1,610	992	5,749
	...	...	...	...	...	670	5,667	1,170	...	10,798	350	...	10,699	28,779	58,133
Repairs.															
Improvements to towns	...	...	...	...	...	150	...	...	...	...	102	...	30	...	282
Markets	...	...	...	...	...	12	773	645	...	...	...	...	791	...	2,221
Paving and streets	...	...	...	...	...	24	...	...	...	...	...	...	...	...	24
Water-supply	8	1	...	...	...	984	75	16	...	2,268	...	...	5,865	14,201	23,418
Sewerage and drainage	...	...	...	...	...	4	...	...	...	289	137	...	6	17	453
Harbours	...	...	...	...	...	...	...	...	...	60	...	...	2,065	...	2,125
Miscellaneous	110	...	...	...	...	...	342	226	...	561	6	...	6,798	1,140	9,183
	118	1	...	...	...	1,174	1,190	887	...	3,178	245	...	15,555	15,358	37,706
Total Works and Repairs	237	202	...	...	...	14,837	13,715	8,887	25	388,174	44,783	...	378,599	119,364	968,823
Establishment	...	24	45	...	...	4,022	536	1,126	...	63,315	10,743	896	62,121	22,966	165,794
Tools and Plant	...	...	...	...	...	105	79	13	...	3,357	1,398	...	2,875	942	8,769
Miscellaneous	...	...	...	...	...	98	123	852	29	...	561	11,182	399	2,151	15,395
TOTAL OFFICERS OF OTHER DEPARTMENTS	237	226	45	...	...	19,062	14,453	10,878	54	454,846	57,485	12,078	443,994	145,423	1,158,481
TOTAL INCORPORATED LOCAL	1,286	226	3,184	...	...	31,998	19,603	50,300	61,378	454,846	242,311	112,671	63,255	273,645	1,714,593

29. The bulk of the outlay by Public Works Officers has been incurred on "Communications," of which 30 per cent. is upon new works, chiefly in the North-Western Provinces and Oudh and 38 per cent. on repairs, chiefly in the North-Western Provinces and Oudh, Punjab, and Bombay. The outlay on "New Buildings" by this agency is comparatively small, being about 6 per cent. of the total outlay, and the largest expenditure under this head occurred in the North-Western Provinces and Oudh, Punjab, and Bombay, chiefly under "Medical" and "Educational."

About 51 per cent. of the total outlay under "Miscellaneous Public Improvements" has been spent on "water-supply," principally in Bombay.

More than two-thirds of the total outlay from Incorporated Local Funds has been administered by Officers of other Departments.

30. The outlay on repairs to "Communications" under Officers of other Departments amounted to Rx. 573,492. Bengal and Madras with Rx. 218,828 and Rx. 260,207 respectively show the largest expenditure.

31. The money assigned to public works from Incorporated Local Funds was expended in the following proportions upon Buildings and Communications and other works of Miscellaneous Public Improvements:—

PERCENTAGE ON TOTAL OUTLAY.

	Civil Buildings.		Communications.		Miscellaneous Public Improvements.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
Officers of the Public Works Department.											
Rajputana	...	1	17	72	...	...	9	1	...	...	100
Coorg	...	...	36	36	5	2	20	1	...	...	100
Central Provinces	3	...	71	26	...	...	...	...	...	...	100
Burma, Upper	17	...	5	3	50	...	24	1	...	...	100
,, Lower	3	...	39	18	17	4	18	1	...	...	100
Assam	...	...	49	35	6	2	8	...	...	...	100
North-Western Provinces and Oudh	6	3	30	38	...	1	21	1	...	...	100
Punjab	10	9	13	42	8	6	12	...	...	...	100
Madras	2	...	21	51	2	...	16	8	...	...	100
Bombay	8	...	30	45	4	1	11	1	...	...	100
TOTAL	6	3	30	38	5	2	15	1	...	...	100
Officers of other Departments.											
Rajputana	4	36	...	10	...	50	...	...	...	...	100
Coorg	...	...	...	...	...	...	100	...	...	...	100
Central India	22	42	3	22	...	...	11	...	...	...	100
Central Provinces	1	1	4	63	3	6	21	1	...	...	100
Burma, Upper	6	...	29	12	39	8	4	1	...	1	100
,, Lower	...	...	30	36	11	8	10	..	...	5	100
Assam	...	...	46	...	...	...	...	...	...	54	100
Bengal	4	3	27	48	2	1	14	1	...	...	100
North-Western Provinces and Oudh	6	11	8	52	1	...	19	2	...	1	100
Punjab	...	...	...	..	...	...	7	...	...	93	100
Madras	3	2	16	59	2	3	14	1	...	...	100
Bombay	4	4	11	32	20	11	16	1	...	1	100
TOTAL	4	3	19	50	5	3	14	1	...	1	100

32. The money assigned for outlay by Officers of the Public Works Department has been incurred in the following proportions:—

	Against in 1891-92.	Against in 1890-91.
6 per cent. on New Buildings	6 per cent.	6 per cent.
30 ,, ,, Roads	32 ,,	33 ,,
5 ,, ,, Miscellaneous Public Improvements	3 ,,	4 ,,
3 ,, ,, Repairs to Buildings	3 ,,	3 ,,
38 ,, ,, ,, Roads	39 ,,	38 ,,
2 ,, ,, ,, Miscellaneous Public Improvements	2 ,,	2 ,,
15 ,, ,, Establishment	14 ,,	14 ,,
1 ,, ,, Tools and Plant	1 ,,	1 ,,
100		

The following are the percentages with respect to outlay by Officers of other Departments:—

		Against in 1891-92.	Against in 1890-91.
4	per cent. on New Buildings	3 per cent.	2 per cent.
19	,, ,, Roads	20 ,,	22 ,,
5	,, ,, Miscellaneous Improvements	5 ,,	4 ,,
3	,, ,, Repairs to Buildings	2 ,,	2 ,,
50	,, ,, ,, Roads	51 ,,	51 ,,
3	,, ,, ,, Miscellaneous Public Improvements	3 ,,	3 ,,
14	,, ,, Establishment	14 ,,	15 ,,
1	,, ,, Tools and Plant	1 ,,	...
1	,, ,, Miscellaneous	1 ,,	1 per cent.
100			

33. The percentages of repairs upon the total outlay is shown by Provinces below:—

Provinces.	Percentage expended on repairs. Buildings.	Roads.	Miscellaneous Public Improvements.
By Public Works Officers.			
Rajputana	1	72	...
Coorg	...	36	2
Central Provinces	...	26	...
Upper Burma	...	3	...
Lower ,,	...	18	4
Assam	....	35	2
North-Western Provinces and Oudh	3	38	1
Punjab	9	42	6
Madras	...	51	...
Bombay	...	45	1
By Officers of other Departments.			
Rajputana	36	10	50
Central India	42	22	...
Central Provinces	1	63	6
Upper Burma	...	12	8
Lower ,,	...	36	8
Bengal	3	48	1
North-Western Provinces and Oudh	11	52	...
Madras	2	59	3
Bombay	4	32	11

34. The principal works in progress were—

In Central Provinces—

Road—Narsinghpur-Gorabibi.

In Assam—

Roads—Improving Natwanpur Road.
Sylhet-Muktapurghat.
Pagla-Govindganj.
Sunamganj-Pagla.
Fenchuganj-Kamalganj.
Nilamganj-Oliviacherra.
Gauripur-Roha.

In North-Western Provinces and Oudh—

Buildings—Dispensary at Jhansi.
Roads—Bridge over Hindan River.
" " Kali Nadi.
Baijnath and Hawalbagh Cart Road.

In Madras—

Roads—Causeway across the Palar River on the Ranipet-Arcot Road.

In Bombay—

Roads—Ahmedabad-Bareja.
Bagewadi-Bail Hongul.
Saundatti-Dharwar.

35. The names of works and localities on which outlay by officers of other Departments has been incurred cannot be given, as accounts are not received in such detail.

36. The works carried out by the Public Works Department from money assigned from Excluded Local Funds in the various Provinces are classified below :—

	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
CIVIL BUILDINGS.							
New Works.							
Educational	...	249	...	1,834	395	346	2,824
Medical	...	...	...	2,488	...	2,432	4,920
Administration	...	...	...	...	...	224	224
Police	...	...	...	3,950	...	...	3,950
Miscellaneous	...	45	...	1	...	274	320
Land Revenue	...	...	...	...	...	304	304
Jails	...	...	...	...	...	...	...
TOTAL	...	294	...	8,273	395	3,580	12,542
Repairs.							
Law and Justice	...	...	...	34	...	...	34
Educational	...	...	...	815	230	...	1,045
Medical	...	...	...	979	...	364	1,343
Police	...	...	...	784	...	61	845
Miscellaneous	...	...	...	27	52	40	119
Customs	...	...	...	...	...	10	10
Land Revenue	...	...	...	205	...	...	205
Excise	...	...	...	30	...	...	30
Public Works	...	...	...	...	...	...	...
Ecclesiastical	...	...	...	1	...	...	1
Monuments and antiquities	...	...	...	100	...	...	100
TOTAL	...	...	...	2,975	282	475	3,732
COMMUNICATIONS.							
New Works.							
Metalled and bridged roads	...	...	...	20	...	1,027	1,047
Raised, bridged, and unmetalled roads	...	...	...	...	...	264	264
Village roads	...	...	...	...	...	91	91
Accommodation for travellers	...	...	...	199	...	123	322
District roads	...	...	...	...	...	424	424
TOTAL	...	...	...	219	...	1,929	2,148
Repairs.							
Raised, bridged, and unmetalled roads	...	...	...	7	...	193	200
Metalled and bridged roads	...	...	...	212	...	3,074	3,286
Accommodation for travellers	...	...	...	242	...	...	242
District roads	...	...	...	...	...	6	6
Arboriculture	...	...	...	726	...	...	726
TOTAL	...	...	...	1,187	...	3,273	4,460
Carried over	...	294	...	12,654	677	9,257	22,882

	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	...	294	...	12,654	677	9,257	22,882
MISCELLANEOUS PUBLIC IMPROVEMENTS.							
New Works.							
Conservancy	...	...	...	821	...	...	821
Light-houses	...	...	...	...	...	134	134
Town buildings	...	...	...	5,096	...	...	5,096
Water-supply	...	...	...	6,967	...	23,633	30,600
Sewerage and drainage	...	...	...	5,156	...	2,386	7,542
Harbours	...	...	...	...	...	...	...
Miscellaneous	...	...	...	1,516	1,086	2,266	4,868
Markets	...	...	...	1,391	...	1,072	2,463
Paving and streets	...	...	...	6,181	...	...	6,181
Lighting	...	...	...	...	487	...	487
TOTAL	...	...	...	27,128	1,573	29,491	58,192
Repairs.							
Conservancy	...	...	...	722	...	...	722
Light-house	...	...	...	...	...	155	155
Town buildings	...	...	...	2,416	...	...	2,416
Water-supply	...	...	...	2,518	...	95	2,613
Sewerage and drainage	...	...	...	2,144	...	26	2,170
Harbours	...	...	...	...	8	702	710
Miscellaneous	...	...	...	120	33	30	183
Markets	...	...	...	618	...	...	618
Paving and streets	...	...	...	15,538	...	...	15,538
Lighting	...	...	...	7	343	...	350
	...	...	...	24,084	385	1,008	25,477
Total Works and Repairs	...	294	...	63,866	2,635	39,756	106,551
Establishment	...	1	...	1,616	606	4,509	6,732
Tools and Plant	...	...	...	97	39	507	643
TOTAL	...	295	...	65,579	3,280	44,772	113,926

37. The following table shows the expenditure from Contributions and Local Loans on works carried out through the agency of the Public Works Department:—

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
CIVIL BUILDINGS.														
New Works.														
Salt	...	...	...	...	...	...	...	...	...	...	...	....	516	51[illegible]
Churches and burial grounds	232	32	9	...	...	...	2,330	...	1,007	...	...	128	14	3,75[illegible]
Jails	...	1,368	...	...	...	...	...	...	...	...	...	...	...	1,36[illegible]
Educational	...	...	...	...	100	...	20	22	284	2,112	—164	—52	6,007	8,3[illegible]
Miscellaneous	89	...	494	...	1,201	...	47	200	1,054	847	...	5	...	3,9[illegible]
Medical	...	...	...	...	529	...	...	332	1,392	15,636	5,427	...	6,919	30,2[illegible]
Police	...	...	...	...	...	...	...	...	...	47	...	64	...	11[illegible]
Minor Departments	...	...	...	...	...	...	...	202	...	112	5,743	...	...	6,0[illegible]
Law and Justice	...	...	...	...	...	...	...	...	38	117	...	...	...	1[illegible]
Land Revenue	...	...	...	...	...	...	...	...	39	49	...	...	...	[illegible]
TOTAL	321	1,400	503	...	1,830	...	2,397	756	3,814	18,920	11,006	145	13,456	54,5[illegible]
Repairs.														
Jails	...	...	...	...	9	...	...	...	...	...	...	...	...	
Opium	...	...	46	...	...	...	...	...	...	...	...	...	...	
Telegraph	...	...	...	...	...	...	...	...	2	...	...	...	...	
Educational	...	...	...	...	12	...	...	...	59	...	...	...	187	
Miscellaneous	374	...	802	1	9	...	...	...	...	471	...	...	...	1,6[illegible]
Churches and burial grounds	11	...	...	...	...	...	...	...	...	...	...	...	49	
Residences for Local Governments	...	...	...	...	3	...	...	...	...	...	...	...	...	
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	...	...	
Minor Departments	...	...	...	...	...	...	...	...	5	...	910	...	75	9[illegible]
Viceregal residences	...	...	...	...	...	...	...	...	637	...	...	...	...	6[illegible]
Medical	...	...	...	1	...	...	...	...	...	34	...	...	...	
TOTAL	385	...	848	2	33	...	...	...	703	505	910	...	311	3,[illegible]
COMMUNICATIONS.														
New Works.														
Raised, bridged, and metalled roads	...	268	513	...	...	...	...	...	...	109	...	...	4	
Raised, bridged, and unmetalled roads	..	...	...	...	4,784	80	117	750	1,353	226	...	...	393	7,7[illegible]
District roads	...	...	...	...	...	...	...	...	...	202	...	...	...	[illegible]
Village roads	...	...	...	...	...	...	...	41	...	...	...	...	...	[illegible]
Boat-bridges and ferries	...	...	...	...	...	...	...	...	...	...	...	...	...	[illegible]
Accommodation for travellers	...	...	...	...	177	...	...	...	...	73	...	...	...	[illegible]
TOTAL	...	268	513	...	4,961	80	117	791	1,353	610	...	...	397	[illegible]
Carried over	706	1,668	1,864	2	6,824	80	2,514	1,547	5,870	20,035	11,916	145	14,164	[illegible]

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	706	1,668	1,864	2	6,824	80	2,514	1,547	5,870	20,035	11,916	145	14,164	67,335
Repairs.														
Raised, bridged, and metalled roads	...	375	1,454	...	106	...	...	...	...	1,130	...	...	15	3,080
Raised, bridged, and unmetalled roads	...	...	...	...	...	...	...	50	52	...,	...	...	...	102
Boat-bridges and ferries	...	...	233	...	...	...	...	...	...	975	...	...	1	1,209
Accommodation for travellers	...	...	...	...	...	...	...	...	...	158	...	...	...	158
TOTAL	...	375	1,687	...	106	...	...	50	52	2,263	...	...	16	4,549
MISCELLANEOUS PUBLIC IMPROVEMENTS.														
New Works.														
Light-houses	...	...	...	...	...	...	...	...	1,615	...	...	...	...	1,615
Improvement to towns	...	...	...	...	10	...	...	...	...	...	507	...	...	517
Markets	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Water-supply	...	8,186	...	706	37,476	...	...	719	232	2,552	44,064	15	...	93,950
Sewerage and drainage	...	...	...	...	328	...	...	8	...	7,894	14,451	...	...	22,681
Miscellaneous	...	1,974	...	...	...	...	97	...	43	1,299	...	...	...	3,413
Harbours	...	...	...	...	...	...	...	..	4	...	...	...	...	4
Paving and streets	...	...	..	...	...	...	...	...	...	...	...	...	...	...
TOTAL	...	10,160	...	706	37,814	...	97	727	1,894	11,745	59,022	15	...	122,180
Repairs.														
Improvement to towns	...	...	...	...	...	...	...	...	...	59	...	...	...	59
Water-supply	...	1,252	...	23	217	...	...	..	...	50	...	...	...	1,542
Miscellaneous	...	75	...	...	1,016	...	68	...	...	...	...	...	...	1,159
Educational	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Harbours	...	...	...	...	...	...	81	...	...	...	...	...	...	81
Light-houses	...	...	...	...	...	...	...	...	5	...	...	...	...	
Sewerage and drainage	...	...	...	...	16	...	...	...	...	...	...	...	...	16
TOTAL	...	1,327	...	23	1,249	...	149	...	5	109	...	...	...	2,862
Total Works and Repairs	706	13,530	3,551	731	45,993	80	2,760	2,324	17,821	34,152	70,938	160	14,180	196,926
Establishment	...	1,357	1,062	6	1,575	...	84	...	50	1,530	2,055	...	20	[illegible]
Tools and Plant	...	195	54	1	236	...	5	...	3	124	54	...	1	583
TOTAL	706	*15,082	4,667	738	47,804	80	2,849	2,324	7,874	35,806	72,939 (a)	160	14,201	205,290

* Includes Rx. 8,330 on account of Local Loans.
(a) Do. Rx. 18,551 do. do.

38. The principal contribution works on which outlay was incurred during 1892-93 were :—

In Central India—

Feeder Road from Namli Railway Station to Sailana town.

In Rajputana—

Ajmere water-works (exclusive of pumping machine).

In Central Provinces—

Improving Burhanpur water-supply.
Laying a second main from Ambajhiri to pumping reservoir, Nagpur.
Road from Khariar to Bhowani Patna.
Balram Dass' water-works, Raipur.
Rajnandgaon water-supply.

In Lower Burma—

New Cathedral, Rangoon.

In North-Western Provinces and Oudh—

Ramsay Hospital, Naini Tal.

In Punjab—

Jubilee Museum, Lahore.
Dufferin Hospital, Delhi.
Simla water-supply.
Kohat ditto.
Simla sewage extension.
Delhi water-works.

In Bombay—

Anjuman-i-Islam School at Bombay.
Sir Dinshaw Maneckji Petit's Hospital for women and children, Bombay.
Motlibai's Hospital and Septic Ward ditto.

39. The suspense balances and objectionable expenditure outstanding at the close of 1892-93 are separately reviewed.

SIMLA ; *The 30th April 1894.*

R. G. MACDONALD,
Accountant-General, P. W. Dept.

Accott.-Genl., P. W. Dept., memorandum No. 586½ G., dated 30th April 1894.

Submitted to the Secretary to the Government of India, Public Works Department.

Documents accompanying.

Abstract and detailed accounts of Revenue and Expenditure recorded under the head Civil Works during 1892-93.

Accompaniment to Accountant General, P. W. D.'s endorsement No. 536½G., dated 30th April 1894.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure recorded under the head CIVIL WORKS *during 1892-93, compared with the Budget and Revised Estimates of the year and the Actuals of the year 1891-92.*

Revenue. Actuals, 1891-92.	Revenue. Budget Estimate, 1892-93.	Revenue. Revised Estimate, 1892-93.	Revenue. Actuals, 1892-93.	Funds, Departmental Heads and Agency.	For details, see page	Expenditure. Actuals, 1892-93.	Expenditure. Revised Estimate, 1892-93.	Expenditure. Budget Estimate, 1892-93.	Expenditure. Actuals, 1891-92.
Rx.	Rx.	Rx.	Rx.	IMPERIAL.		Rx.	Rx.	Rx.	Rx.
				ORIGINAL WORKS—					
				Departmental	vii	355,139	376,900	329,400	463,668
				Civil		11,835	20,800	16,700	3,889
						366,974	397,700	346,100	467,557
				REPAIRS—					
				Departmental	vii	137,142	139,300	152,900	150,731
				Civil		2,040	1,800	2,700	2,746
						139,182	141,100	155,600	153,477
				ESTABLISHMENT—					
				Departmental	vii	130,145	125,100	146,100	125,403
				Civil		731	200	200	424
						130,876	125,300	146,300	125,827
				TOOLS AND PLANT—					
				Departmental	vii	10,198	12,300	9,400	15,405
				Civil		...	...	...	...
						10,198	12,300	9,400	15,405
				SUSPENSE—					
				Departmental	vii	—7,720	—1,700	—2,600	1,657
				Civil		...	...	...	...
						—7,720	—1,700	—2,600	1,657
				MISCELLANEOUS—					
				Departmental		...	...	...	...
				Civil		212	400	400	291
						212	400	400	291
				RESERVE—					
				Departmental		...	...	57,700	...
				PROBABLE LAPSE—					
				Departmental		...	—5,000	...	...
						...	—5,000	...	...
				TOTAL—					
11,779	10,500	12,100	11,229	Departmental	vii	624,904	646,900	692,900	756,864
20	...	...	838	Civil		14,818	23,200	20,000	7,350
11,800	10,500	12,100	12,067	Carried over		639,722	670,100	712,900	764,214

"Departmental" implies that the transactions have been controlled by officers of the Public Works Department; "Civil" means that the agency has been outside the Public Works Department, generally officers of the Revenue, Police or Judicial service.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure, etc.—continued.

Revenue. Actuals, 1891-92.	Revenue. Budget Estimate, 1892-93.	Revenue. Revised Estimate, 1892-93.	Revenue. Actuals, 1892-93.	Funds, Departmental Heads and Agency.	For details, see page	Expenditure. Actuals, 1892-93.	Expenditure. Revised Estimate, 1892-93.	Expenditure. Budget Estimate, 1892-93.	Expenditure. Actuals, 1891-92.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
11,800	10,500	12,100	12,067	Brought forward		639,722	670,100	712,900	764,21
				DEDUCT—					
				Outlay in England—					
				At 2 shillings per rupee	vii	2,408	2,600	600	16,75
				Exchange		1,449	1,600	300	7,37
						3,857	4,200	900	24,12
11,800	10,500	12,100	12,067	Net receipts and outlay in India	vii	635,865	665,900	712,000	740,1
				ADD—					
				Receipts and outlay in England—	vii				
27,197	27,700	27,400	27,704	At 2 shillings per rupee		85,040	86,700	86,700	99,1
11,810	13,900	16,400	16,667	Exchange on above		51,704	52,000	43,300	43,0
50,807	52,100	55,900	56,438	TOTAL IMPERIAL	vii	(a)773,509	804,600	842,000	(a)882,3
				PROVINCIAL.					
				ORIGINAL WORKS—					
				Departmental		904,626	924,700	868,100	1,156,4
				Civil		50,402	48,400	63,100	46,6
						955,028	973,100	931,200	1,203,0
				REPAIRS—					
				Departmental		628,221	624,000	652,600	663,2
				Civil		27,701	28,100	23,200	28,2
					vii	655,922	652,100	675,800	691,5
				ESTABLISHMENT—					
				Departmental		472,114	469,200	482,000	445,8
				Civil		10,829	6,500	6,700	7,2
						482,943	475,700	488,700	453,0
				TOOLS AND PLANT—					
				Departmental		41,735	48,500	34,500	27,7
				Civil		371	200	200	2
						42,106	48,700	34,700	28,0
				Carried over Provincial Departmental		2,046,696	2,066,400	2,032,200	2,293,2
				Carried over Provincial Civil		89,303	83,200	97,700	82,4
				Carried over Imperial		773,509	804,600	842,000	882,3
50,807	52,100	55,900	56,438			863,812	887,800	939,700	964,8
149,894	142,300	164,100	167,674	Carried over Provincial Departmental	vii	2,043,893	2,073,800	2,060,700	2,325,2
127,425	123,900	117,800	117,655	Carried over Provincial Civil		118,465	118,200	137,800	135,8
271,319	266,200	281,900	285,329			2,162,357	2,191,500	2,198,500	2,461,1
				INCORPORATED LOCAL.					
				ORIGINAL WORKS—					
				Departmental		226,596	248,400	215,000	222,8
				Civil		325,509	318,800	367,800	304,2
						552,105	567,200	582,800	527,1
				REPAIRS—					
				Departmental		240,793	242,400	233,400	236,0
				Civil		643,314	649,500	637,100	621,4
						884,107	891,900	870,500	857,4
				ESTABLISHMENT—					
				Departmental		82,682	81,800	77,700	78,0
				Civil		165,794	169,900	149,300	158,7
						248,476	251,700	227,000	236,8
				TOOLS AND PLANT—					
				Departmental		6,089	5,400	3,700	5,2
				Civil		8,769	9,300	8,800	9,3
						14,858	14,700	12,500	14,5
				Carried over Incorporated Local Departmental		556,110	578,000	529,800	542,1
				Carried over Incorporated Local Civil		1,143,386	1,147,500	1,163,000	1,093,8
				Carried over Others		2,935,866	2,996,100	3,040,500	3,343,4
322,126	318,300	337,800	341,767			4,635,352	4,722,300	4,733,300	4,997,4

(a) These figures include expenditure incurred by Bombay on account of Indo-European Telegraph Department for works and repairs.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure, etc.—concluded.

Revenue. Actuals, 1891-92.	Revenue. Budget Estimate, 1892-93.	Revenue. Revised Estimate, 1892-93.	Revenue. Actuals, 1892-93.	Funds, Departmental Heads and Agency.	For details, see page	Expenditure. Actuals, 1892-93.	Expenditure. Revised Estimate, 1892-93.	Expenditure. Budget Estimate, 1892-93.	Expenditure. Actuals, 1891-92.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
322,126	318,300	337,800	341,767	Brought forward. Local. Others		2,935,866	2,996,100	3,040,500	3,348,444
				Brought forward. Local. Departmental		556,110	578,000	529,800	542,188
				Brought forward. Local. Civil		1,143,386	1,147,500	1,163,000	1,093,889
				SUSPENSE— Departmental		2	...	...	—2
				SUSPENSE— Civil		...	...	...	...
						2	...	...	—2
				PROFIT AND LOSS— Departmental		...	...	...	9
				PROFIT AND LOSS— Civil		...	...	...	...
						...	...	...	9
				MISCELLANEOUS— Departmental	viii	...	...	...	...
				MISCELLANEOUS— Civil	viii	15,095	15,600	3,000	15,727
				TOTAL		15,095	15,600	3,000	15,727
1,928	1,600	1,500	2,212	Departmental	vii	556,112	578,000	529,800	542,19
253,276	244,400	257,300	263,935	Civil	vii	1,158,481	1,163,100	1,166,000	1,109,566
255,204	246,000	258,800	266,147	TOTAL INCORPORATED LOCAL		1,714,593	1,741,100	1,695,800	1,651,761
				EXCLUDED LOCAL.					
				ORIGINAL WORKS— Departmental		72,882	125,100	152,200	84,988
				REPAIRS— Departmental		33,669	38,800	37,500	35,678
				ESTABLISHMENT— Departmental	ix	6,732	8,700	10,000	9,043
				TOOLS AND PLANT— Departmental		643	700	500	1,206
				SUSPENSE— Departmental		..	...	...	...
				TOTAL EXCLUDED LOCAL	42	113,926	173,300	200,200	130,915
				CONTRIBUTIONS.					
				ORIGINAL WORKS— Departmental		160,796	87,300	13,500	203,158
				REPAIRS— Departmental		11,108	11,100	1,200	10,231
				ESTABLISHMENT— Departmental	x	5,992	4,200	2,000	5,897
				TOOLS AND PLANT— Departmental		453	300	100	562
				SUSPENSE— Departmental		...	...	...	...
				GRANT NOT DISTRIBUTABLE— Departmental		...	68,500	...	...
				TOTAL CONTRIBUTIONS	43	178,349	171,400	16,800	219,848
				LOCAL LOANS— Original Works		25,022	8,000	8,000	53,440
				LOCAL LOANS— Repairs		...	...	...	...
				LOCAL LOANS— Establishment		1,748	800	800	269
				LOCAL LOANS— Tools and Plant		111	100	100	40
				TOTAL		26,881	8,900	8,900	53,749
196,599	196,000	221,500	225,486	GRAND TOTAL— Departmental	48	3,677,851	3,786,300	3,638,400	4,146,965
380,731	368,300	375,100	382,428	GRAND TOTAL— Civil	48	1,291,764	1,304,500	1,323,800	1,253,752
577,330	564,300	596,600	607,914	TOTAL CIVIL WORKS	43	4,969,615	5,090,800	4,962,200	5,399,717

SIMLA:
Dated the 30th April 1894.

R. G. MACDONALD,
Accountant General, P. W. Dept.

DETAILED ACCOUNTS OF REVENUE DURING 1892-93.

	England.	India. Director General of Military Works.	India. Rajputana.	India. Central India.	India. Coorg.	India. Hyderabad.	India. Baluchistan.	India. Total.	Assam.	Burma. Upper Burma.	Burma. Lower Burma.	Bengal.	Punjab.	Total.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
IMPERIAL.														
DEPARTMENTAL.														
Rents of buildings	...	116	1,072	957	97	...	2,215	4,457	...	1,702	600	54	2,859	9,672
Sales of buildings	...	69	...	...	...	...	...	69	12	125	...	...	...	206
„ tools and plant	...	5	3	12	49	...	36	105	...	188	...	1	...	294
„ produce	...	...	86	3	...	...	...	89	...	5	...	...	...	94
„ old materials	...	20	...	28	15	...	2	65	...	6	...	...	...	71
Value of materials from old buildings	...	45	3	56	7	...	...	111	...	1	...	...	...	112
Unclaimed deposits	...	...	...	—40	...	...	...	—40	4	24	...	...	...	—12
Fines, refunds, and miscellaneous	...	168	18	189	17	...	258	650	...	102	...	...	...	752
Barrack furniture	...	12	...	...	...	...	...	12	...	...	...	...	...	12
Recoveries of advances made in England	...	...	...	...	...	...	...	...	...	28	...	...	...	28
TOTAL	...	435	1,182	1,205	185	...	2,511	5,518	16	2,181	600	55	2,859	11,229
Add England	27,704	...	...	...	...	...	...	27,704	...	...	...	...	...	27,704
Exchange	16,667	...	...	...	...	...	...	16,667	...	...	...	...	...	16,667
TOTAL	44,371	...	...	...	...	...	...	44,371	...	...	...	...	...	44,371
TOTAL DEPARTMENTAL.	44,371	435	1,182	1,205	185	...	2,511	49,889	16	2,181	600	55	2,859	56,600
Officers of other Departments.														
Sales of produce	...	...	...	...	...	...	...	...	...	19	...	...	...	19
Miscellaneous	...	...	...	...	...	...	790	790	...	...	...	...	...	790
Sale proceeds of grass of cemeteries	...	...	...	...	...	29	...	29	...	...	...	...	...	29
TOTAL	...	...	...	...	...	29	790	819	...	19	...	...	...	838
TOTAL IMPERIAL CARRIED OVER	44,371	435	1,182	1,205	185	29	3,301	50,708	16	2,200	600	55	2,859	56,438

	England.	India. Director General of Military Works.	Rajputana.	Central India.	Coorg.	Hyderabad.	Baluchistan.	Total India.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Imperial brought over	44,371	435	1,182	1,205	185	29	3,301	50,708
PROVINCIAL.								
DEPARTMENTAL.								
Rents of buildings	...	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	..	...
„ tools and plant	...	...	...	...	...	...	...	...
„ produce	...	...	...	...	...	...	...	...
„ old materials	...	...	...	...	...	...	...	...
Value of materials from old buildings	...	...	...	...	...	...	...	...
Receipt from P. W. Workshops	...	...	...	...	...	...	...	...
Receipt from Thomason C. E. College, Roorkee.	...	...	...	...	...	...	...	...
Rents from Strand Bank Maidan	...	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...	...
Collections under Highway Act	...	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...	...
Recoveries of advances made in England	...	...	...	...	..	...	...	...
TOTAL	...	...	...	...	...	...	...	...
CIVIL.								
Rents of buildings	...	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...	...
„ produce	...	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...
Fees on masonry graves, etc.	...	...	...	...	...	...	...	...
Arboriculture	...	...	...	...	...	...	...	...
Contributions	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...
TOTAL PROVINCIAL	...	...	...	...	...	...	...	...
INCORPORATED LOCAL.								
DEPARTMENTAL.								
Rents of buildings	...	...	2	...	...	...	...	2
Sales of buildings	...	...	...	...	...	...	...	...
„ tools and plant	...	...	...	...	...	...	...	...
„ produce	...	...	6	...	...	...	...	6
„ old materials	...	...	...	...	...	...	...	...
Value of materials from old buildings	...	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...	...
TOTAL	...	...	8	...	...	...	...	8
CIVIL.								
Rents of buildings	...	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...	...
„ old materials	...	...	...	...	...	...	...	...
„ produce, etc.	...	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...	...
Canal and Ferry receipts	...	...	...	...	2,072	...	...	2,072
Arboriculture	...	...	...	...	...	...	...	...
Tolls on steamers	...	...	...	...	...	...	...	...
Contributions	...	...	...	...	...	...	...	...
Fines	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	2,072	...	...	2,072
TOTAL LOCAL	...	...	8	...	2,072	...	...	2,080
GRAND TOTAL	44,371	435	1,190	1,205	2,257	29	3,301	52,788

Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	2,200	600	16	55	...	2,859	...	...	56,438
1,366	...	6,205	1,325	6,172	1,520	1,204	4,165	9,659	31,616
...	...	2,503	5	751	499	1,004	...	200	4,962
55	...	36	97	1,171	76	218	2,569	165	4,387
47	...	1	3	164	1,366	2,970	237	1,122	5,910
870	...	5	54	465	17,247	268	628	1,220	20,257
1	...	12	26	264	128	...	9	9	449
...	...	...	...	...	9,070	...	177	...	9,247
...	...	...	...	...	2,794	...	...	...	2,794
...	...	...	...	4,618	...	...	...	...	4,618
...	...	...	...	...	...	...	...	61,253	61,253
2,652	...	...	1,320	...	3,942	...	...	...	7,914
...	...	...	...	—4	27	21	72	4	120
...	...	...	...	...	...	...	...	2,352	2,352
118	...	135	70	2,705	690	306	3,747	4,012	11,783
...	...	12	...	...	...	...	...	...	12
4,609	...	8,909	2,900	16,806	37,359	5,991	11,604	79,996	167,674
...	...	...	...	...	...	3,064	...	...	3,064
...	...	...	...	...	...	1,364	...	...	1,364
6	...	4	...	...	2,221	...	...	1	2,232
66	...	...	...	...	...	8,057	...	...	8,123
1,100	...	...	2,398	22,395	54,740	18,359	...	...	98,992
...	...	13	...	390	5	228	58	55	749
72	...	116	...	229	311	317	378	203	1,626
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	1,505	...	1,505
1,244	...	133	2,398	23,014	57,277	31,389	1,941	259	117,655
5,853	...	9,042	5,298	39,320	94,636	37,380	13,545	80,255	285,329
...	...	...	44	...	306	...	...	...	352
...	...	...	10	...	315	...	...	...	325
...	...	...	1	...	76	...	...	...	77
...	...	...	...	...	588	...	539	...	1,133
...	...	...	19	...	54	48	...	...	121
...	...	...	...	...	5	...	...	...	5
...	...	...	...	...	5	...	...	...	5
...	...	...	39	...	9	84	62	...	194
...	...	...	113	...	1,358	132	601	...	2,212
3	...	...	...	167	...	754	...	207	1,131
268	...	...	...	19	...	292	490	11	1,080
42	...	...	...	23	...	696	538	...	1,299
...	381	709	...	...	...	8,390	...	1,745	11,225
...	...	...	10,355	1	...	...	...	32,744	32,745
5,531	5,442	7,738	...	36,831	...	14,752	88,934	15,413	187,068
642	...	...	...	...	4,177	...	...	...	4,819
...	...	...	...	...	1,017	...	...	...	1,017
315	...	...	...	6,498	...	...	2,275	10,477	19,565
1,067	...	...	1	138	670	33	1,700	377	3,986
7,868	5,823	8,447	10,356	43,677	5,864	24,917	93,937	60,974	263,935
7,868	5,823	8,447	10,469	43,677	7,222	25,049	94,538	60,974	266,147
13,721	8,023	18,089	15,783	83,052	101,858	65,288	108,083	141,229	607,914

DETAILED ACCOUNT OF EXPENDITURE DURING 1892-93.

	England.	India.									Bagdad.	Total India.	Central Provinces.	Burma.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Khorasan.				Upper.	Lower.							
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
IMPERIAL—																						
DEPARTMENTAL—																						
Civil Buildings—																						
New Works	...	10,754	2,579	1,864	1,090	...	1,782	1,250	29,420	...	...	48,689	1,449	94,056	...	1,555	12,445	5,976	8,983	1,558	10,974	185,685
Repairs	...	5,375	2,159	1,312	775	...	1,119	1,408	8,774	...	...	20,922	237	10,222	...	678	11,500	5,065	8,457	1,418	8,339	66,838
Communications—																						
New Works	...	...	12,856	844	2,726	...	...	...	12,227	...	...	28,653	...	61,407	15	58,759	...	...	1,533	...	872	151,239
Repairs	...	...	6,840	9,916	8,846	...	...	...	8,384	...	...	33,986	...	31,875	1,718	1,252	...	...	...	...	190	69,021
Miscellaneous Public Improvements—																						
New Works	...	...	...	...	481	...	...	...	3,500	...	...	3,981	10	3,482	926	...	262	...	9,367	...	237	18,215
Repairs	..	...	...	...	45	...	...	...	9	...	...	54	...	615	...	...	...	...	...	...	614	1,283
TOTAL WORKS AND REPAIRS	...	16,129	24,434	13,936	13,963	...	2,851	2,658	62,814	...	...	136,285	1,696	201,607	2,659	62,244	24,207	11,041	28,340	2,976	21,226	492,281
Establishment	...	3,680	4,819	9,407	3,321	...	610	1,288	18,384	...	...	41,509	388	56,235	552	14,315	4,518	2,536	4,676	685	4,731	130,145
Tools and Plant	...	240	730	965	566	...	40	...	1,279	...	...	3,820	26	4,387	34	934	263	166	253	45	270	10,198
Suspense	...	−3,856	...	−163	522	...	−870	...	−949	...	...	−5,316	...	775	209	−19	−1,128	...	−691	...	...	−7,720
TOTAL	...	16,193	29,983	24,145	18,372	...	2,631	3,946	81,028	...	...	176,298	2,110	261,454	3,454	77,474	27,860	13,743	32,578	3,706	26,227	624,904
Deduct—Outlay in England—																						
At 2s. per rupee		81	...	603	363	...	...	...	14	...	...	1,061	...	261	368	...	293	...	324	1	...	2,408
Loss by Exchange		49	...	363	218	...	...	...	8	...	...	668	...	217	322	...	177	...	195	...	...	1,448
NET INDIA	...	16,063	29,983	23,179	17,791	...	2,631	3,946	81,006	...	...	174,599	2,110	260,876	2,864	77,474	27,390	13,743	32,059	3,705	26,227	621,047
Add—																						
England	85,940	...	...	...	...	...	...	...	...	...	...	85,940	...	...	...	...	...	...	...	...	...	85,940
Exchange	51,704	...	...	...	...	...	...	...	...	...	...	51,704	...	...	...	...	...	...	...	...	...	51,704
TOTAL	137,644	16,063	29,983	23,179	17,791	...	2,631	3,946	81,006	...	...	312,242	2,110	260,876	2,864	77,474	27,390	13,743	32,059	3,705	26,227	758,691
CIVIL—																						
Civil Buildings—																						
New Works	...	...	...	...	...	...	...	...	1,328	9,685	...	11,013	...	...	...	...	...	...	...	...	...	11,013
Repairs	...	...	...	27	...	...	...	...	655	...	100	782	...	...	...	...	...	...	...	...	...	782
Communications—																						
New Works	...	...	181	...	...	...	...	...	360	...	...	541	...	...	...	...	...	...	...	...	...	541
Repairs	...	...	...	...	...	503	...	...	321	...	...	824	...	...	...	...	...	...	...	...	...	824
Miscellaneous Public Improvements—																						
New Works	...	...	240	...	...	...	...	...	41	...	...	281	...	...	...	...	...	...	...	...	...	281
Repairs	...	...	428	...	...	...	...	...	6	...	...	434	...	...	...	...	...	...	...	...	...	434
TOTAL WORKS AND REPAIRS	...	...	849	27	...	503	...	...	2,711	9,685	100	13,875	...	...	...	...	...	...	...	...	...	13,875
Establishment	...	...	377	...	...	...	...	...	354	...	...	731	...	...	...	...	...	...	...	...	...	731
Miscellaneous	...	...	...	...	...	...	...	...	212	...	...	212	...	...	...	...	...	...	...	...	...	212
TOTAL CIVIL	...	...	1,226	27	...	503	...	...	3,277	9,685	100	14,818	...	...	...	...	...	...	...	...	...	14,818
TOTAL IMPERIAL CARRIED OVER	137,644	16,063	31,209	23,206	17,791	503	2,631	3,946	84,283	9,685	100	327,060	2,110	260,876	2,864	77,474	27,390	13,743	32,059	3,705	26,227	778,509

	England.	India.								
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Kiorasan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Imperial brought over	137,644	16,063	31,209	23,206	17,791	503	2,631	3,946	84,283	9,685
PROVINCIAL.										
CIVIL WORKS.										
Departmental.										
Civil Buildings—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
Communications—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...	...
Establishment	...	...	...	...	...	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...	...
Profit and Loss	...	...	...	...	...	...	...	...	...	...
Suspense	...	...	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...	...	...
Civil.										
Civil Buildings—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
Communications—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...	...
Establishment	...	...	...	...	...	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...	...	...
TOTAL PROVINCIAL	...	...	...	...	...	...	...	...	...	...
INCORPORATED LOCAL.										
CIVIL WORKS.										
Departmental.										
Civil Buildings—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	5	...	...	...	...	...	...	...
Communications—										
New Works	...	...	184	...	1,111	...	...	...	...	...
Repairs	...	...	752	...	1,134	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	165	...	...	...	...	...
Repairs	...	...	...	...	72	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	941	...	2,482	...	...	...	...	...
Establishment	...	...	94	...	620	...	...	...	...	...
Tools and Plant	...	...	14	...	37	...	...	...	...	...
Suspense	...	...	...	...	...	...	...	...	...	...
Profit and Loss	...	...	...	...	...	...	...	...	...	...
TOTAL	...	...	1,049	...	3,139	...	...	...	...	...
Civil.										
Civil Buildings—										
New Works	...	...	10	50	...	...	...	...	...	...
Repairs	...	...	85	94	...	...	...	...	...	...
Communications—										
New Works	...	...	...	6	...	...	...	...	...	...
Repairs	...	...	24	51	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	118	1	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	237	202	...	...	...	...	...	...
Establishment	...	...	...	24	45	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...	...
TOTAL	...	...	237	226	45	...	...	...	...	...
TOTAL INCORPORATED LOCAL	...	...	1,286	226	3,184	...	...	...	...	...
TOTAL CARRIED OVER	137,644	16,063	32,495	23,432	20,975	503	2,631	3,946	84,283	9,685

Bagdad.	Total India.	Central Provinces.	Burma.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
			Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
100	327,061	2,110	260,876	2,864	77,474	27,390	13,743	32,059	3,705	26,227	773,509
...	...	55,153	...	105,536	15,110	88,098	76,640	83,502	100,203	97,800	622,042
...	...	6,987	...	12,584	6,480	27,886	28,182	23,850	18,780	35,445	160,194
...	...	31,680	...	24,516	34,738	32,949	23,839	30,716	24,084	23,683	226,155
...	...	40,602	...	56,283	36,738	51,160	85,595	86,087	11,488	83,730	451,683
...	...	1,565	...	1,267	3,358	—874	39,667	8,225	302	2,919	56,429
...	...	20	...	854	44	5,898	704	4,162	1,314	3,348	16,344
...	...	136,007	...	201,040	96,468	205 117	254,627	236,542	186,171	246,875	1,532,847
...	...	33,534	...	44,894	32,267	71,990	74,746	71,142	50,822	92,719	472,114
...	...	4,992	...	5,144	1,862	2,697	3,509	4,490	14,194	4,847	41,735
...	...	...	...	...	...	...	...	...	...	...	...
...	...	87	...	21,755	—496	—7,411	—9,460	—4,957	—5,878	3,556	—2,604
...	...	174,620	...	272,833	130,101	272,393	323,422	307,217	215,309	347,997	2,048,892
...	...	...	...	...	...	591	1,404	...	7,239	...	9,234
...	...	...	...	...	...	1,376	5,183	...	439	...	6,998
...	...	...	...	...	1,991	594	311	...	1,370	...	4,266
...	...	...	...	...	...	4,374	2,640	...	2,948	...	9,962
...	...	...	...	...	...	5,524	3,752	...	26,407	1,219	36,902
...	...	...	...	...	...	1,318	7,679	...	82	1,662	10,741
...	...	...	...	...	1,991	13,777	20,969	...	38,485	2,881	78,103
...	...	38	...	...	85	4,271	4,639	1,796	...	...	10,829
...	...	...	...	...	...	72	299	...	...	...	371
...	...	223	...	23,625	...	...	2,974	1,486	...	555	29,162
...	...	261	...	23,625	2,076	18,120	28,881	3,281	38,485	3,736	118,465
...	...	174,881	...	296,458	132,177	290,513	352,303	310,498	253,794	351,733	2,162,357
...	...	374	850	1,148	107	...	10,171	10,218	385	10,528	33,781
...	5	...	...	93	224	...	5,546	9,367	...	307	15,542
...	1,260	9,160	248	15,506	29,768	...	54,905	12,649	4,083	38,418	165,982
...	1,886	3,371	170	7,039	21,717	...	71,207	42,257	9,726	57,129	214,502
...	185	21	2,543	6,631	3,469	...	80	8,028	292	5,604	26,833
...	72	...	...	1,577	1,454	...	1,675	5,418	84	469	10,740
...	3,423	12,926	3,811	31,994	56,739	...	143,584	87,937	14,520	112,455	467,389
...	714	...	1,182	7,255	4,585	...	39,540	12,286	3,130	13,990	82,682
...	51	...	57	473	...	...	1,702	370	1,611	1,775	6,039
...	...	...	...	...	...	...	...	...	...	2	2
...	...	...	...	...	...	...	...	...	...	...	...
...	4,188	12,926	5,050	39,722	61,324	...	184.826	100.598	19.261	128,222	556.112
...	60	142	886	...	...	18,286	3,707	...	13,430	6,407	42,865
...	179	120	51	1	...	12,133	6,318	...	7,260	6,054	32,116
...	6	790	4,174	3,005	25	124,951	4,369	...	71,448	15,748	224,511
...	75	11,941	1,800	3,824	...	218,828	29,794	...	260,207	47,023	573,492
...	119	670	5,667	1,170	...	10,798	350	...	10,699	28,779	58,133
...		1,174	1,190	887	...	3,178	245	...	15,555	16,958	37,706
...	439	14,837	13,715	8,887	25	388,174	44,783	...	378,599	119,364	968,823
...	69	4,022	536	1,126	...	63,315	10,743	896	62,121	22,966	165,794
...	...	105	79	13	...	3,357	1,398	...	2,875	942	8,769
...	...	98	123	552	29	...	561	11,182	399	2,151	15,095
...	508	19,062	14,453	10,578	54	454,846	57,485	12,078	443,994	145,423	1 158,481
...	4,696	31,988	19,503	50,300	61,378	454,846	242,311	112,671	463,255	273,645	1,714,593
100	331,757	208,979	280,379	349,622	271,029	772,749	608,357	455,228	720,755	651,605	4,650,459

	England.	India.								
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Khorassan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total brought over	137,644	16,063	32,495	23,432	20,975	503	2,631	3,946	84,283	9,685
EXCLUDED LOCAL.										
DEPARTMENTAL.*										
Civil Works.										
Civil Buildings—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...
Communications—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...
Miscellaneous Public Improvements—										
New Works	...	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	...	...	...	...	...	...	...	...
Establishment	...	...	...	...	...	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...	...
TOTAL EXCLUDED LOCAL	...	...	...	...	...	...	...	...	...	...
Total carried over	137,644	16,063	32,495	23,432	20,975	503	2,631	3,946	84,283	9,685

*The outlay by Civil officers from this source is not known.

Baghdad.	Total India.	Central Provinces.	Burma.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
			Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
100	331,757	208,979	280,379	349,622	271,029	772,749	608,357	455,228	720,754	651,605	4,650,459
...	...	...	...	...	...	294	...	8,273	395	3,580	12,542
...	...	...	...	...	...	...	...	2,975	282	475	3,732
...	...	...	...	...	...	294	...	11,248	677	4,055	16,274
...	...	...	...	...	...	...	...	219	...	1,929	2,148
...	...	...	...	...	...	...	...	1,187	...	3,273	4,460
...	...	...	...	...	...	...	...	1,406	...	5,202	6,608
...	...	...	...	...	...	...	...	27,128	1,573	29,491	58,192
...	...	...	...	...	...	...	...	24,084	385	1,008	25,477
	...	...	...	...	...	...	...	51,212	1,958	30,499	83,669
...	...	...	...	...	...	294	...	68,866	2,635	39,756	106,551
...	...	...	...	...	...	1	...	1,616	606	4,509	6,732
...	...	...	...	...	...	...	...	497	39	507	643
...	...	...	...	...	...	295	...	65,579	3,280	44,772	113,926
100	331,757	208,979	280,379	349,622	271,029	772,044	608,357	520,807	724,034	696,377	4,764,385

	England.	India. Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Bagdad.	Khorasan.	Total India.	Central Provinces.	Burma. Upper.	Burma. Lower.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total brought over	137,644	16,063	32,495	23,432	20,975	503	2,631	3,946	84,283	9,685	100	331,757	208,979	280,379	349,622	271,029	773,044	608,357	520,807	724,034	696,377	4,764,385
CONTRIBUTION.																						
DEPARTMENTAL.*																						
Civil Buildings—																						
New Works	...	321	1,400	503	...	...	...	...	..	...	...	2,224	1,880	...	2,397	756	3,814	18,920	11,006	145	13,456	54,548
Repairs	...	385	...	848	2	...	...	...	...	...	...	1,235	33	...	...	...	703	505	910	...	311	3,697
	...	706	1,400	1,351	2	...	...	...	...	...	...	3,459	1,863	...	2,397	756	4,517	19,425	11,916	145	13,767	58,245
Communications—																						
New Works	...	...	268	513	...	...	...	...	...	...	...	781	4,961	80	117	791	1,353	610	...	...	397	9,090
Repairs	...	...	375	1,687	...	...	...	...	...	...	...	2,062	106	...	...	50	52	2,263	...	...	16	4,549
	...	...	643	2,200	...	...	...	...	...	...	...	2,843	5,067	80	117	841	1,405	2,873	...	...	413	13,639
Miscellaneous Public Improvements—																						
New Works	...	...	2,685	...	706	...	...	...	...	...	...	3,391	37,814	...	97	727	1,894	11,745	41,475	15	...	97,158
Repairs	...	...	1,327	...	23	...	...	...	...	...	...	1,350	1,249	...	149	...	5	109	...	...	...	2,862
	...	...	4,012	...	729	...	...	...	...	...	...	4,741	39,063	...	246	727	1,899	11,854	41,475	15	...	100,020
TOTAL WORKS AND REPAIRS	...	706	6,055	3,551	731	...	...	...	...	...	...	11,043	45,993	80	2,760	2,324	7,821	34,152	53,391	160	14,180	171,904
Establishment	...	...	614	1,062	6	...	...	...	...	...	...	1,682	1,575	...	84	...	50	1,530	1,051	...	20	5,992
Tools and Plant	...	...	83	54	1	...	...	...	...	...	...	138	236	...	5	...	3	124	—54	...	1	453
TOTAL CONTRIBUTIONS	...	706	6,752	4,667	738	...		...	...	...	...	12,863	47,804	80	2,849	2,324	7,874	35,806	54,388	160	14,201	178,349
LOCAL LOANS.																						
Miscellaneous Public Improvements—																						
Works	...	...	7,475	...	...	...	...	...	...	...	...	7,475	...	...	...	...	...	...	17,547	...	...	25,022
TOTAL	...	...	7,475	...	...	...	...	...	...	...	...	7,475	...	...	...	...	...	...	17,547	...	...	25,022
Establishment	...	...	744	...	...	...	...	...	...	...	...	744	...	...	...	...	...	...	1,004	...	...	1,748
Tools and Plant	...	...	111	...	...	...	...	...	...	...	...	111	..	...	...	...	...	...	...	...	...	111
TOTAL LOCAL LOANS	...	...	8,330	...	...	...	...	...	...	...	...	8,330	...	...	...	...	...	...	18,551	...	...	26,881
GRAND TOTAL	137,644	16,769	47,577	28,099	21,713	503	2,631	3,946	84,283	9,685	100	352,950	256,733	280,459	352,471	273,353	780,918	644,163	593,746	724,194	710,578	4,969,615

SIMLA;
Dated 30th April 1894.

* Outlay from this source by officers of other departments is not known.

R. G. MACDONALD,
Acctt. Genl., P. W. Dept.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Railway.

REVIEW OF THE REVENUE AND EXPENDITURE OF THE RAILWAY BRANCH OF THE PUBLIC WORKS DEPARTMENT FOR 1892-93.

No. 395 A.-R., dated Simla, 5th June, 1894.

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

READ—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, on the Capital and Revenue Accounts of Railways in India for 1892-93, No. 331 R., dated 17th April, 1894.

RESOLUTION.—The note by the Accountant General, copy of which is appended, brings out clearly the transactions of the Public Works Department with regard to railways during the year 1892-93, and shows the financial results to the State of the working of State and Guaranteed railways.

2. It will be seen from paragraph 7 of the note that the Revenue Account for the year resulted in a loss to the State of Rx. 1,847,052, as compared with a loss of Rx. 315,864 in the preceding year. This result is to a small extent due to less favourable traffic during the year, but the greater part of the loss is directly attributable to the low rate of exchange which obtained.

3. The revenues of India were liable during the year to a total sterling charge for interest and annuities of £5,723,490, or in Indian currency at the exchange which prevailed of Rx. 9,166,886.

4. The net receipts accruing to Government from State lines gave a return of 5·63 per cent. on the total Capital outlay at the close of the year. The Capital outlay, however, includes the outlay on lines under construction or abandoned, and the outlay on lines which have been constructed for defensive purposes, which do not pay their working expenses. It also includes a sterling outlay of £33,553,451 on account of debt created in the purchase of railways which were constructed by companies (since reduced by a sinking fund to £32,788,403), but it excludes the portion undischarged at the end of 1892-93 of the liabilities of Government in connection with the purchase of the undermentioned lines, which are being extinguished by annuities charged upon the Revenue Account to the extent shown below—

	£
East Indian railway	24,576,580
Eastern Bengal railway	2,781,402
North Western railway	8,912,402
TOTAL	36,270,334

To obtain a fair estimate of the return from railways on the Capital expended on them, it is necessary to include in the Capital the rupee equivalent of these amounts, applying the average rate of exchange of the year under review, and to exclude the outlay on lines under construction or abandoned, as well as the outlay on defensive lines.

Adopting this method of calculation the Capital outlay at the end of 1892-93 will be as follows :—

		Rx.
On State lines—Direct Capital outlay		76,649,282
On State lines leased to Companies		29,456,741
		106,106,023
Add—Rupee equivalent of £32,788,403		52,514,737
Add—Rupee equivalent of £36,270,334		58,091,486
		216,712,246
Deduct—Outlay on lines under construction or abandoned	Rx. 7,942,095	
Deduct—Outlay on construction of defensive lines not included in sum above deducted	12,628,708	
		20,570,803
TOTAL		196,141,443

and the return to Government becomes 4·01 per cent.

5. The railways treated as defensive and the outlay incurred on them are as follows :—

	Rx.
Open lines—	
Pishin Section of the North Western railway, comprising the line from Ruk to Chaman and from Sibi to Bostan *vid* Bolan and Quetta	8,710,596
Sind-Sagar, Khussalgarh, and Mianwali Mari branches, North Western railway	3,426,159
Gradient improvements, North Western railway	491,953
TOTAL	12,628,708
Lines under construction and stores in reserve—	
Mushkaf-Bolan railway	451,183
Mari-Attock „	299,011
Frontier railway reserve material	421,948
Peshawar Railway Reserve	36,776
TOTAL	1,208,918
GRAND TOTAL	13,837,626

6. The working of Guaranteed railways during the year resulted in a loss to the State of Rx. 776,146. The Great Indian Peninsula and Madras railways were worked at a loss of Rx. 377,138 and Rx. 400,727 respectively, while the Bombay, Baroda and Central India railway gave a profit of Rx. 1,719.

7. The net amount of guaranteed interest advanced by the State to the 31st March, 1893, on account of the three Guaranteed railways, after taking as a set off the aggregate of the net revenue balances for the several half-years to the 31st December, 1892, is £13,624,807.

The Governments of Madras and Bombay (Railway), 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 Accountant General, Public Works Department.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division, and Assam.

ORDER.—Ordered, that the foregoing, with a copy of the note referred to, be forwarded to the Local Governments and Administrations noted on the margin for information.

Ordered also, that a copy of the resolution and note be forwarded to the Finance Department, and that the papers be published in the supplement to the *Gazette of India*.

F. L. O'CALLAGHAN,
Secretary to the Government of India.

Documents accompanying.

Note by the Accountant General, Public Works Department, No. 331-R., dated 7th April, 1894, with accompaniment.

Accompaniment to P. W. D. Resolution No. 395 A.—R., dated 5th January 1894.

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the Capital and Revenue Finance Accounts of Railways in India for 1892-93.

1. The Revenue and Expenditure of the Railway Branch of the Public Works Department is recorded under the following major heads :—

Revenue—.

XXVI.—State Railways (Gross Traffic Receipts).

XXVII.—Guaranteed Companies (Net Traffic Receipts).

XXVIII.—Subsidized Companies (Repayment of advances of interest).

Expenditure—

34.—Construction of protective Railways (charged against Famine Insurance).

37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).

38.—State Railways—Working Expenses, Interest charges, etc.

39.—Guaranteed Companies—Surplus Profits, Land, Supervision, and Interest.

40.—Subsidized Companies—Land, Subsidies, and Advances of Interest.

41.—Miscellaneous Railway Expenditure (Surveys, etc.).

48.—State Railways—Construction.

50.—State Railways—Capital charge involved in Redemption of Liabilities.

2. In addition to the foregoing, this note and the accounts attached to it embrace the transactions recorded in the Finance and Revenue Accounts under the head "Capital Account of Indian Railway Companies," as well as the transactions of the following Native States Railways, the accounts of which are dealt with in this Department :—

Bhopal State Railway (Bhopal Section).
Amraoti Railway.
Khamgaon Railway.

3. The Warora and Umaria Collieries, both as regards Capital and Revenue transactions, are classed under State Railways.

4. For convenience, this note is divided into the following sections :—

Section *A*.— State Railways—Revenue transactions (Major heads XXVI and 38).

„ *B*.—Guaranteed Railways—

(*i*) Revenue transactions (Major head XXVII).

(*ii*) Surplus Profits, Land, etc. (Major head 39).

„ *C*.—Subsidized Companies (Major heads XXVIII and 40).

„ *D*.—Miscellaneous Railway Expenditure (Major head 41).

„ *E*.—Construction Expenditure (Major heads 34, 37, 48, and 50).

„ *F*.—Capital account of Guaranteed Companies.

„ *G*.—Capital Account of Indian Railway Companies (exclusive of the three old Guaranteed Companies).

„ *H*.—Railways belonging to Native States.

General results of the year.

5. An account is submitted with this review exhibiting in abstract by funds and Finance heads the Revenue and Expenditure on account of State and Guaranteed Railways during the year, and a comparison is made therein of the results of the year, with the Budget and Revised Estimates and the actuals of 1891-92.

6. The outlay on construction was as follows :—

	Rx.	£
34.—Construction of protective Railways (Famine Insurance)	984,469	
37.—Construction of Railways (charged against Revenue)	339,487	
48.—Construction of Railways (not charged to Revenue)	3,455,199	
Capital outlay by the old Guaranteed Companies	76,642	70,254
State lines constructed by the agency of Companies	1,090,742	803,572
TOTAL	5,946,537	873,826

7. The results shown by the Railway Revenue Account are as follows :—

	State Railways.	Guaranteed Railways.	Subsidized Companies.	Miscellaneous.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.
Gross Receipts	15,814,807	6,301,935	17,883	...	22,134,625
Working expenses	7,562,844	3,057,522	...	...	10,620,366
Surplus profits and share of net earnings, etc., paid to Companies	382,024	581,924	...	...	963,948
Interest on debt incurred for Capital	4,779,107	...	...	...	4,779,107
Annuities, charged upon Revenue Account *	2,717,399	...	...	...	2,717,399
Interest on advances of Capital by the Secretary of State	328,492	...	...	...	328,492
Interest on Capital deposited by Companies	1,086,141	...	...	...	1,086,141
Guaranteed interest of the old Companies	...	3,438,635	...	...	3,438,635
Land charges, supervision and subsidies	...	29,423	27,071	...	56,494
Advances of interest to certain Companies	...	...	1,955	...	1,955
Miscellaneous Railway Expenditure	...	...	...	—10,860	—10,860
Total Expenditure	16,856,007	7,107,504	29,026	—10,860	23,981,677
Net gain + or loss — to Government	—1,041,200	—805,569	—11,143	+10,860	—1,847,052
Compared with—					
in 1891-92	+109,560	—333,228	—136	—92,060	—315,864
in 1890-91	—387,297	—145,989	—4,808	—149,197	—687,291
in 1889-90	—983,020	—699,530	—20,027	—149,124	—1,852,601
in 1888-89	—1,254,616	—922,839	+14,697	—70,634	—2,233,392

8. From the foregoing statement it will be seen that after meeting all charges for annuities and interest (including interest on capital expended on lines not opened for traffic), charges for land for Companies' lines and miscellaneous expenditure on surveys, etc., the result for the year is a net charge to the State of Rx. 1,847,052. The traffic, although not so favourable as in the preceding year, was considerably in excess of that of previous years, and the loss now brought out may be directly attributed to the unfavourable rate of exchange which obtained during the year. The interest and annuities paid in England amounted to £5,723,490 which, at the exchange of 1*s.* 2·98477785*d.* the rupee, aggregated Rx. 9,166,886, the difference between this and the old par of exchange being no less than Rx. 3,443,396.

* These annuities are terminable between the years 1953 and 1958.

SECTION A.

STATE RAILWAYS.

(i)—Gross Receipts and Working Expenses.

9. At the beginning of the year under review, 13,105¾ miles of State Railway were open for traffic,* *viz.*:—

	Miles.
State lines worked by the State—	
Standard gauge	3,491†
Metre gauge	1,146¼
Special gauges	63¾
	4,701
State lines worked by Companies—	
Standard gauge	3,316½
Metre gauge	5,088½‡
	8,404¾

10. During the year 1892-93 the following lengths of line were opened for traffic:—

	Miles.
East Indian (Jherriah Extension)	3
Godhra-Rutlam (Godhra to Limkhera)	25
East Coast (Bezváda to south bank of the Godaveri)	91
North-Western (Ferozepore to Hussainiwala)	2
Rohilkhand-Kumaon (Lucknow-Bareilly Section)	24
Mu Valley (Shwebo to Wuntho)	100
Bengal-Nagpur (Sambalpur Branch)	80½
Hyderabad-Umarkot (Gidu Bandar to Shadipalli)	59
Eastern Bengal (Behar Section)	35½
TOTAL	369¾

These figures give a total open mileage of 13,475½, but from this should be deducted the length of the Mysore-Nanjangod section of the Mysore Railway (15 miles) which was transferred to the Mysore Durbar during the year. Allowing for this deduction and for corrections in mileages, the mileage open at end of the year 1892-93 was 13,461§ miles. The mileage of railways classed respectively as Imperial and Provincial was as under:—

	Miles.
Imperial	12,807¼‖
Provincial	653¾
TOTAL	13,461

11. The gross receipts of the year amounted to Rx. 15,814,807, the working expenses to Rx. 7,562,844, the share of net earnings, surplus

* Administration Report on the Railways in India for 1892-93—Part I, Appendix C.

† Includes Bengal Central Railway.

‡ Includes Bengal and North Western Railway. { Both these railways are the property of Companies, but for convenience are classified as State Railways.

	Miles.
§ As per Administration Report on the Railways in India for 1892-93—Part I, Appendix C	13,494¼
Add—Cherra Companygunj Railway now treated as a tramway for administrative purposes	8
	13,502¼
Deduct—Calcutta Port Commissioners' Railway now treated as a Railway for administrative purposes	6¼
	13,496
Deduct also the section of the Mysore Railway owned by the Durbar, but shown in the Administration Report under State lines worked by Companies	35
	13,461

‖ Includes Bengal Central and Bengal and North-Western Railways

profits and contributions to Provident Funds paid to Companies to Rx. 382,024, raising the total charges to Rx. 7,944,868, and leaving Rx. 7,869,939 as the net receipts accruing to Government from all the State lines during 1892-93. This result is worse than that of 1891-92 by Rx. 327,515 owing to a decrease in the wheat and seeds traffic.

12. The Capital expenditure incurred by, or on the direct responsibility of, the State, including the Capital charge involved by incurring a specific amount of debt in purchase or redemption of liabilities in connection with lines formerly belonging to Guaranteed Companies and acquired by the State is as under:—

		Rx.
(i) On State lines—		
(*a*) Direct Capital outlay	Rx. 76,649,282	
(*b*) Redemption of liabilities	£33,553,451	110,202,733
(ii) On State lines leased to Companies (Capital raised wholly or in part, by Companies under guarantee)		29,456,741*
TOTAL		139,659,474

13. This sum, however, includes expenditure on lines not opened for traffic at the close of the year under review, on materials held in reserve on the North-West Frontier and with storekeepers at ports, on projects abandoned or in abeyance, and inefficient expenditure incurred in connection with lines transferred to Companies, aggregating Rx. 7,942,095 (*vide* Schedule H). Excluding such expenditure, the open line Capital outlay at the close of 1892-93 may be stated at Rx. 131,717,379 (*vide* Schedule A).

14. The net receipts accruing to Government for the year, Rx. 7,869,939, give a return on the total Capital outlay at the close of the year at the rate of 5·68 per cent. and on the *open line* Capital outlay at the rate of 5·97 per cent.

15. The above results, although representing correctly the return on the Capital outlay actually incurred by the State, cannot be taken as giving the true returns from the State Railways on the actual money expended upon the various undertakings. The old Guaranteed Railways, which have been purchased by the State, were for the most part acquired by the payment of annuities, including the establishment of sinking funds, which will redeem the capital at the expiry of the period for which the annuities are to run. These charges are met from current revenues, and in respect of the capital thus to be redeemed, no charge appears in the Government account of Capital outlay. On the other hand, when a line was purchased outright, as in the case of the Oudh and Rohilkhand Railway, the outlay as shown in the Government books includes the premium paid on the Company's share Capital. The actual outlay incurred on the State Railways—taking in the case of the Guaranteed Railways purchased by Government, the amounts expended by the several Companies *plus* the expenditure since incurred on construction—may† be stated at Rx. 169,658,551,‡ and on open lines at

* Excludes the outlay on the Bengal and North-Western Railway not guaranteed by the State.

† Starting figures in the old Companies' accounts were converted at fixed contract rates. The difference between contract and actual average rates cannot be stated.

		Rx.
‡ Outlay as recorded in Finance and Revenue Accounts (*vide* para. 12)		139,659,474
Add—Difference between outlay included above and actual rupee expenditure on lines purchased from Companies (*vide* Schedule A)—	Rx.	
East Indian	21,643,501	
Eastern Bengal	1,970,053	
Sind, Punjab and Delhi	7,175,306	
South Indian	277,955	
	31,066,815	
Deduct—Premium on Oudh and Rohilkhand Railway	1,067,738	29,999,077
TOTAL		169,658,551

Rx. 161,716,456, on which amounts the net receipts for 1892-93 give a return at the rate of 4·64 and 4·86 per cent., respectively.

16. The receipts and charges, the Capital outlay, and the return per cent. on Capital outlay, of each line, will be found in the statement attached to this review as Schedule A. The following is a general summary:—

	Receipts.	Expenditure.	Net Receipts.	Percentage of working expenses on Receipts.		Capital outlay to 31st March 1893.	Percentage of net receipts on Capital outlay to 31st March 1893.
				Including payments to Companies.	Excluding payments to Companies.		
	Rx.	Rx.	Rx.			Rx.	
Imperial	14,810,516	7,579,288	7,231,228	50·18	46·51	126,143,994	5·96
Provincial	1,004,291	365,580	638,711	51·48	51·48	5,573,385	6·18
TOTAL	15,814,807	7,944,868	7,869,939	50·23	46·74	131,717,379	5·97

17. It will be seen from the above that the railways classed as Imperial yielded a return of 5·96 per cent. on the Capital outlay as recorded in the Government accounts, while those classed as Provincial yielded a return of 6·18 per cent.

18. The net receipts from the following Railways exceeded the interest charges for the year:—

Railway.	Net Receipts (less surplus profits and net earnings paid to Companies).	Interest and annuities, etc.	Surplus to State.
	Rx.	Rx.	Rx.
IMPERIAL.			
East Indian, including Patna-Gya	3,298,116	2,630,624	667,492
Rajputana-Malwa	1,228,893	526,142	702,751
Tirhoot	143,001	96,940	46,061
Eastern Bengal	621,326	553,239	68,087
PROVINCIAL.			
Burma	343,259	210,372	132,887

19. The North Western Railway gave a return of 1·78 per cent. on the actual outlay incurred on the line, although the Capital Account is burdened with the very heavy expenditure incurred, amounting to over Rx. 12,100,000, on the Frontier Sections. These sections did not cover their working expenses during the year. Owing to this cause and to the heavy loss by exchange on the sterling payments of interest and annuities, the net receipts fell short of interest and annuity charges by Rx. 1,370,963.

20. The financial results to the State of the working of the Companies' lines classed as State Railways are shown more fully in Schedule I.

Comparison with Actuals during 1891-92 and Budget and Revised Estimates.

21. The actual gross receipts and working expenses of State Railways for the year 1892-93 compare with the actuals of 1891-92, and with the Budget and Revised Estimates as under:—

	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross receipts	15,814,807	15,779,400	+35,407	15,543,900	+270,907	16,411,934
Working expenses (including surplus profits, etc.)	7,944,868	7,802,400	+142,468	7,878,850	+66,018	8,214,480
Net receipts	7,869,939	7,977,000	—107,061	7,665,050	+204,889	8,197,454

Receipts.

22. *With Actuals.*—The receipts are less than the actuals of the previous year by Rx. 597,127, due chiefly to a decrease in wheat and seeds traffic, which was exceptionally heavy during 1891-92.

On the East Indian Railway the coaching traffic maintained the high figure reached in the previous year, while the goods traffic was less by Rx. 45,000. An adjustment on account of arrear coal charges to the extent of nearly six lakhs of rupees swelled the receipts for 1891-92, and but for this there would have been an increase in 1892-93 in the receipts from the goods traffic over those of the previous year. This is attributable to a large grain and rice traffic in April and May 1892.

On the Eastern Bengal Railway there is a small increase due to a better jute traffic.

On the Rajputana-Malwa Railway the traffic in cotton, grains (other than wheat) and seeds continued brisk throughout the year. Owing to this and to the provisional adjustment of a long pending claim against the East Indian and Indian Midland Railways for their proportion of interest charges on joint works and station expenses at Agra, the receipts are more than those of the previous year. The wheat traffic on this line shows a decrease of Rx. 133,800; and there is a falling-off in the coaching traffic, which is explained by the fact that in 1891-92 the pilgrim traffic to and from Hardwar, Muttra and Soron was abnormal.

On the North Western Railway the falling-off amounts to the large sum of Rx. 739,100. The decrease in the wheat traffic alone was Rx. 520,000, and the passenger traffic was also considerably less; the fairs at Hardwar and the movement of troops in connection with frontier expeditions considerably increased the receipts in 1891-92. Heavy breaches on the line during the monsoon of 1892 also interrupted the flow of traffic.

On the Oudh and Rohilkhand Railway there was a decrease in passenger traffic owing to the traffic in the previous year having been unusually large in consequence of the fairs held at Hardwar.

On the Bengal-Nagpur Railway goods traffic shows a falling-off, attributable mainly to the failure of the wheat crop.

On the Indian Midland Railway, both passenger and goods traffic show an improvement.

The earnings on the other lines are generally better than in the previous year, owing to the development of traffic and to the opening of small additional sections of railway.

The increase on the Umaria Colliery is due to a larger output of coal.

23. *With Budget.*—The actuals are more than the Budget Estimate by Rx. 270,907. On the East Indian and Rajputana-Malwa Railways the actuals

have largely exceeded the Budget Estimate in consequence of the traffic continuing to be as favourable as in 1891-92, a result which was not expected when the estimates were framed.

The increase on the Rajputana-Malwa Railway was also partly caused by the provisional adjustment referred to in the preceding paragraph.

The traffic on the Oudh and Rohilkhand Railway has proved better than the estimate.

On the North Western Railway there is a large decrease owing to the causes mentioned in the preceding paragraph, as well as to large outstandings at the close of the year caused by heavy freight charges due by the Commissariat Department not having been realised until after the close of the year.

Traffic on the Bengal-Nagpur Railway was not as favourable as anticipated owing to the failure of the wheat crop.

The receipts of the Southern Mahratta Railway were also over-estimated. The decrease is attributable to a falling-off in the export traffic owing to a deficient rainfall.

The increase on the Bengal and North-Western and Tirhoot Railway is attributed to a better harvest than was anticipated.

24. *With Revised.*—The actuals compare favourably with the Revised Estimate; the actual receipts approximating closely to the figure in the Revised Estimate.

Working Expenses.

25. *With Actuals.*—The decrease in working expenses, compared with the actuals of the previous year, is due to the smaller traffic worked, to less renewals of permanent way and repairs of rolling stock, and to smaller payments of surplus profits and share of net earnings to Companies. No payment was made during the official year to the Bombay, Baroda and Central India, or to the Southern Mahratta Railway Companies for $\frac{9}{10}$ths of their share for the second-half of 1892.

The payments to the East Indian Railway Company were also less, due chiefly to a fall in exchange.

26. *With Budget.*—The excess over the Budget Estimate is chiefly due to larger payments of surplus profits to Companies owing to the receipts from the East Indian and Rajputana-Malwa Railways having been better than was expected.

The excess on the Bengal and North-Western and Tirhoot Railway is due to the larger traffic worked, to heavier Home charges, and to a larger payment to the Company on account of share of net earnings, consequent on the increased traffic.

On the North Western Railway there was a decrease in consequence of the late arrival from England of permanent-way materials and girders for renewals; and on the Southern Mahratta the decrease is due to the smaller traffic worked, and to a less amount being payable to the Company as its share of net earnings.

27. *With Revised.*—The excess over the Revised Estimate is due to an anticipated lapse not having been realised, to the adjustment of arrear freight charges for fuel, to a debit on account of depreciation on the Bengal Central Railway rolling-stock, and to larger expenditure towards the close of the year in consequence of increased traffic on some of the lines, and to an enhanced rate of charges being credited to the Warora Colliery sinking fund.

The expenditure on the Rajputana-Malwa Railway and the Southern Mahratta and Mysore Railways is smaller owing to the payment of 90 per cent.

of the surplus profits and the Company's share of net earnings not having been made during the year.

28. From the statements which accompany this note it will be noticed that a sum of Rx. 1,321 has been shewn as working expenses against the Bilaspur-Etawah State Railway. This amount represents certain arrear charges claimed by the East Indian Railway Company for the joint use of works at Katni Junction during the years 1886, 1887 and 1888. The re-opening of this account was specially ordered by the Government of India.

(*ii*)—*Interest and Annuities.*

29. The charges for interest and annuities on account of State Railways for 1892-93 amounted to Rx. 8,911,139, as under:—

	England.		India.	Total.
	Sterling.	Rupee equivalent.		
	£	Rx.	Rx.	Rx.
Interest charged in India on debt incurred for direct outlay by the State	...	...	2,975,388	2,975,388
Interest on debt taken over or incurred in connection with lines transferred from Companies to the State:—				
On debentures since discharged	...	...	174,494	174,494
On debentures, debenture stock, and on Indian stock issued in redemption of annuities, debentures and debenture stock and for purchase of undertakings	1,017,092	1,629,000	225	1,629,225
Annuities in purchase of Companies' lines	1,696,651	2,717,399	...	2,717,399
Interest on Capital deposited by Companies	659,351	1,056,033	30,108	1,086,141
Interest chargeable against Companies on Advances by Secretary of State	205,099	328,492	...	328,492
Total	3,578,193	5,730,924	3,180,215	8,911,139

30. The interest charged in India on debt incurred for direct outlay by the State, with the exception of a loan of Rx. 1,000,000 from His Highness the Maharaja Holkar for the Holkar State Railway, which bears $4\frac{1}{2}$, is charged at the rate of 4 per cent. per annum. The interest is calculated at the full percentage on outlay to the end of the previous year and at 2 per cent. on outlay during the year in which incurred.

31. The debt taken over, or incurred in connection with lines acquired, by the State from Companies relates to the East Indian, Eastern Bengal, Sind, Punjab and Delhi (incorporated in the North Western Railway), Oudh and Rohilkhand and South Indian Railways, and consists of debentures and debenture stocks of the Companies, of which the State assumed the direct liability on the transfer; of India stock issued in purchase of the Oudh and Rohilkhand and South Indian Railways; and of stock issued from time to time in redemption of portions of annuities or of debentures and debenture stocks, which are bought up as opportunity offers.

The debentures discharged up to date are as under:—

	Rx.
East Indian Railway, £2,950,000 or expressed in Rx., converted at the contract rates for the years in which discharged	3,546,684
Eastern Bengal Railway, £612,350, or expressed in Rx., converted at the average rates for the years in which discharged	815,670

and interest is calculated at the rate of 4 per cent. per annum on these sums as in the case of direct outlay by the State.

The details of the interest charges and the charge on account of each line are as follows :—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Oudh and Rohilkhand.	South Indian.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
On debentures discharged	141,867	32,627	...	...	...	174,494
On debenture and debenture stock	103,472	22,337	...	122,232	80,324	328,365
On India 3½ per cent. stock issued in redemption of portion of annuity and debenture stock	386,504	32,748	265,090	—424	...	683,918
On India 3 per cent. stock issued in redemption of portion of annuity, debenture stock and debentures, and for purchase of undertakings from Railway Companies	11,908	35	...	438,735	162,927	613,605
On 4 per cent. rupee debt issued in redemption of portion of annuity	225	...	...	...	...	225
Discount Sinking Fund in redemption of debt incurred in excess of money raised	...	...	...	3,112	...	3,112
Total	643,976	87,747	265,090	563,655	243,251	1,803,719

32. The East Indian, the Eastern Bengal and the Sind, Punjab and Delhi Railways were purchased by annuities: the East Indian Railway annuity, terminating in 1953, at the rate of £5-12-6 for every £100 stock of the Company, the Eastern Bengal, terminating in 1957, at £6-3-4·79 per £100 stock, and the Sind, Punjab and Delhi, terminating in 1958, at the rate of £5-3-3·141 per £100 stock. In the case of the East Indian Railway a portion of the annuity equivalent to one-fifth of the commuted value of the capital stock, or £6,550,000, has been deferred, and on this interest at 4 per cent. is guaranteed. The holders of this portion of the stock participate in the surplus profits.

The charges in respect of each line were as follows :—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Total.
	Rx.	Rx.	Rx.	Rx.
Annuity	1,360,060	187,148	594,766	2,141,974
Interest in lieu of deferred annuity	419,626	...	...	419,626
Sinking Fund	90,647	6,759	55,570	152,976
Contribution towards management of Sinking Funds, etc.	2,201	207	415	2,823
Total	1,872,534	194,114	650,751	2,717,399

33. The charges under "Interest on capital deposited by Companies" and "Interest chargeable against Companies on advances" relate to the newer Companies, the lines undertaken by which are classed as State Railways. The share capital and debentures raised by the Companies are guaranteed by the Secretary of State, and the interest on the Companies' share and debenture capital appears under the heading "Interest on capital deposited by Companies." During later years, the funds required for additional capital works have been provided by advances made to the Companies from funds raised by the Secretary of State under the provisions of Act 51, Vict., Cap. 5. The charges for interest on these advances appear under the heading "Interest chargeable against Companies on advances."

34. The charges incurred in connection with each line are given in the following table :—

Railways.	Interest on Capital deposited by Companies.			Interest chargeable against Companies on Advances.	Grand Total.
	India.	England and Exchange.	Total.	England.	
	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal-Nagpur	19,415	274,278	293,693	130,132	423,825
Assam-Bengal	...	41,730	41,730	...	41,730
Bengal Central	..	28,028	28,028	26,027	54,055
Indian Midland	...	339,558	339,558	66,360	405,918
Lucknow-Bareilly	10,693	...	10,693	...	10,693
South Indian	...	48,049	48,049	...	48,049
Southern Mahratta*	...	324,390	324,390	105,973	430,363
Total	30,108	1,056,033	1,086,141	328,492	1,414,633

* Including Mysore.

35. The charge in India against the Bengal-Nagpur Railway represents interest on capital expended by Government on the Katni-Umaria State Railway, which was subsequently taken over by the Bengal-Nagpur Railway Company as a part of its undertaking. This expenditure has not been refunded by the Company, but the State ranks as a shareholder to the extent of the capital contributed by it. Interest on money raised by the Rohilkhand and Kumaon Company for expenditure on the Lucknow-Bareilly Railway—though a sterling capital—is paid in India.

SECTION B.

GUARANTEED RAILWAYS.

36. This section deals with (i) the revenue transactions of the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras Railways; and (ii) the charges incurred by the State in the payment of surplus profits and contributions to Provident Funds; on land, which, under the several contracts, is supplied free of charge to the companies; on Government controlling establishments; and on interest on capital. The Government controlling establishments also exercise, in some instances, supervision over State lines leased to companies, and perform certain duties in connection with State Railways, but the entire cost is included under this head. Recoveries are, however, made from State lines leased to companies on account of Government supervision, and the amount of such recoveries is credited to this head.

I.—REVENUE TRANSACTIONS.

XXVII.—Net Traffic Receipts.

37. At the close of the year under review, the open mileage of the Guaranteed Railways was as follows*:—

	Total length open.	Length laid with two or more tracks.
	Miles.	Miles.
Great Indian Peninsula	1,286¾	462
Bombay, Baroda and Central India	460¾	60
Madras	839¼	42¼
TOTAL	2,586¾	564¼

*Administration Report on the Railways in India for 1892-93, Part I, Appendix C.

38. The net receipts of the Guaranteed Railways during 1892-93 amounted to Rx. 3,244,413. The transactions of each Railway for the year were as follows:—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.
	Rx.	Rx.	Rx.
Receipts—			
Administrative	3,978,256	1,449,156	986,978
Suspense	237,617	977,939	88,088
TOTAL	4,215,873	2,427,095	1,075,066
Payments—			
Administrative	1,951,238	579,392	526,892
Suspense	328,349	991,893	95,857
TOTAL	2,279,587	1,571,285	622,749
Net Receipts—			
Administrative	2,027,018	869,764	460,086
Suspense	—90,732	—13,954	—7,769
TOTAL	1,936,286	855,810	452,317
Percentage of working expenses to earnings	49·05	39·98	53·38
Average earnings per mile per week	59·80	60·32	22·55

39. Taking the Capital expenditure as stated in rupees in the Indian Accounts (in which sterling figures have been converted at the fixed contract rates of 1*s.* 10*d.* the rupee) the return per cent. on Capital outlay incurred to the end of the year was as under:—

	Capital outlay to 31st March 1893.	Net Receipts, 1892-93.	Percentage on Capital outlay.
	Rx.	Rx.	
Great Indian Peninsula	27,749,599	1,936,286	6·98
Bombay, Baroda and Central India	9,565,169	855,810	8·95
Madras	12,002,405	452,317	3·77

40. The traffic on the Great Indian Peninsula Railway in 1892-93 showed a considerable falling-off from that of 1891-92 which had been exceptionally heavy.

There was a small increase in Coaching traffic, owing principally to increased movement of troops, while under Goods traffic the decrease was very large owing to the slackness of trade in Bombay with Europe. The demand for wheat for export was much below that of the previous year, the linseed crops in the Central Provinces failed more or less and the smaller movement of food-grains to Southern India, in which part of the country there was a scarcity in the previous year, accounts together for the greater part of the falling-off.

The working expenses of the year were also relatively higher than in 1891-92 owing to new crossing stations, and to extensions at Wari Bunder and Poona having been rendered necessary and to larger staff having been employed to obviate overpressure such as occurred in the previous year.

41. On the Bombay, Baroda and Central India Railway the results were better than in 1891-92, owing to a rise in the 3rd class passenger traffic, increased traffic in cotton and oilseeds, and in coal and railway materials. This increase was, however, partly counterbalanced by a falling-off in wheat traffic. The working expenses were also lower than in 1891-92, owing to there having been less renewals of permanent way and smaller expenditure on repairs of flood damages.

42. On the Madras Railway, the earnings during 1891-92 had been abnormally low, owing to the prevalence of scarcity and attendant sickness in that part of the country: the traffic recovered to some extent in 1892-93, and reached the normal condition. The working expenses were lower than in 1891-92, owing to less outlay on renewals of locomotives, and smaller expenditure on fuel and repairs of vehicles.

Comparison with Actuals of 1891-92 and the Budget and Revised Estimates.

43. A statement, attached to this review as Schedule B, compares in detail the transactions of the year with the Revised and Budget Estimates and the actuals of 1891-92. The following is a summary of the net results:—

RAILWAY.	NET RECEIPTS.	REVISED ESTIMATE.		BUDGET ESTIMATE.		NET RECEIPTS.
	Actuals, 1892-93.	Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	Actuals, 1891-92.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	1,936,286	1,980,000	—43,714	2,060,000	—123,714	2,272,863
Bombay, Baroda and Central India	855,810	845,000	+10,810	780,000	+75,810	822,344
Madras	452,317	435,000	+17,317	420,000	+32,317	397,911
TOTAL	3,244,413	3,260,000	—15,587	3,260,000	—15,587	3,493,118

44. The decrease in the actuals as compared with those of 1891-92 was entirely due to the fall in the traffic on the Great Indian Peninsula Railway.

45. The difference between the actuals and the Budget and Revised Estimates is comparatively small, and is due chiefly to the transactions on account of rent of leased lines and certain cash receipts for 1891-92 having been adjusted in 1892-93.

II.—Surplus Profits, etc., Land, Supervision and Interest.

Surplus Profits and Contribution to Provident Funds.

46. Under the contracts with the Guaranteed Railway Companies, a moiety of the excess of net earnings over interest charges for each half-year ending 30th June and 31st December, taken separately, is paid to the Companies; but in calculating the total surplus for division the Secretary of State is able, under the contracts, to place against the net earnings stated in rupees, one rupee only for every 1*s.* 10*d.* of guaranteed interest which he has paid. The share falling to the Companies is, therefore, much in excess of a true moiety of the actual surplus after meeting the sum which the Secretary of State actually pays as interest charges. In any half-year during which the net earnings fall short of the interest charges, the deficiency is borne wholly by Government.

47. A contribution from net earnings is made in aid of Provident Funds established on the Great Indian Peninsula and Bombay, Baroda and Central India Railways for the benefit of the Companies' employés, when the return of net earnings on capital exceeds 6 per cent. per annum on the Bombay, Baroda and Central India, and 3 per cent. half-yearly on the Great Indian Peninsula Railway. A Provident Fund was established during 1891-92 on the Madras Railway, but on a different basis, the contribution forming a charge to working expenses.

48. The payments to the Companies during the year 1892-93 on account of Surplus Profits and Contributions to Provident Funds were as follows:—

	Surplus profits.	Contribution to Provident Funds.	Total.
	Rx.	Rx.	Rx.
Great Indian Peninsula	381,104	14,132	395,236
Bombay, Baroda and Central India	178,380	8,308	186,688
Total	559,484	22,440	581,924

Land.

49. The charges for land for Guaranteed Railways during the year were comparatively small. They were as follows:—

		Rx.
Great Indian Peninsula		702
Bombay, Baroda and Central India		2
Madras	858	
Less—Sale-proceeds of land relinquished by the Madras Railway	230	
		628
Total		1,332

Supervision.

50. The charges falling under this head represent the cost of the establishments of the Consulting Engineers and Government Examiners employed on the supervision, audit and control of the transactions of Companies' lines, and a moiety of the cost of the office of the Director General of Railways. The

amounts recovered from Railway Companies are credited to this head. The charges during the year under review were as follows:—

	Control. Rx.	Audit. Rx.
Bombay	12,514	10,203
Madras	7,779	5,023
Calcutta	7,618	3,292
Central Division	7,394	3,571
North-Western Provinces and Oudh	9,034	3,511
Assam	1,279	857
Director General of Railways, etc. (share of office of)	15,547	...
	61,165	26,457
Total	87,622	
Less—Recoveries from Companies	59,531	
Net Charge	28,091	

51. The contributions for Government supervision, audit and control, recovered from the several Railway Companies were as follows:—

	Rx.
East Indian Railway	10,000
Rajputana-Malwa System	13,875
Bengal and North-Western and Tirhoot	3,020
Bengal-Nagpur	6,890
Bengal Central	1,002
Indian Midland	5,419
Southern Mahratta (including Mysore)	10,778
Rohilkhand-Kumaon (including Lucknow-Bareilly)	1,113
South Indian	9,293
Delhi-Umballa-Kalka	2,164
Assam-Bengal	456
Total	63,510
Deduct—Amount credited to the North Western Railway on account of rent of buildings, etc, used jointly with the Delhi-Umballa-Kalka Railway	3,979
Net	59,531

52. The contribution payable by the East Indian Railway has been fixed under the contract at Rs. 50,000 half-yearly. With the exception of the Bengal and North-Western and the Rohilkhand-Kumaon Railways, the contributions paid by other Railway Companies are calculated in accordance with the terms of the several contracts at the rate of Rs. 40 per half-year per mile of line constructed or under construction. The contributions by the Bengal and North-Western and Rohilkhand-Kumaon Railways are, under their contracts, calculated at the rate of Rs. 20 per mile half-yearly.

53. No contribution is made by the old Guaranteed Railways towards the cost of Government audit and control.

Interest.

54. The charges for Interest during the year 1892-93 were as under:—

	On Capital held in England.		On Capital held in India.	On over-drawals on Capital Account.	Total.
	Amount. £	Equivalent. Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	1,196,289	1,916,007	2,181	...	1,918,188
Bombay, Baroda and Central India	416,526	667,118	285	...	667,403
Madras	532,492	852,837	...	207	853,044
Total	2,145,307	3,435,962	2,466	207	3,438,635

The above figures represent the interest paid during the year, and not

the liability for interest for the year 1892-93. Additional Capital to the extent of £359,600 was raised during the year under review, the bulk of it in January 1893, and consequently the liability for interest for the year 1892-93 would be somewhat higher than the actual payments. The interest on overdrawn Capital represents interest charged by Government at the rate of 4½ per cent. per annum on advances to the Madras Railway Company on Capital Account.

Comparison with Actuals of 1891-92 and the Budget and Revised Estimates.

55. In the statement attached to this review as Schedule C, a comparison in detail will be found of the actual charges for Surplus Profits, etc., Land and Supervision, and Interest, with the Revised and Budget Estimates and with the Actuals of 1891-92, of which the following is a summary :—

	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Surplus Profits, etc.	581,924	582,100	—176	550,500	+31,424	737,659
Land and Supervision . .	29,423	29,900	—477	49,500	—20,077	19,257
Interest . .	3,438,635	3,435,300	+3,335	3,256,300	+182,335	3,069,430
Total	4,049,982	4,047,300	+2,682	3,856,300	+193,682	3,826,346

The decrease in surplus profits as compared with the actuals of the previous year is due to the traffic on the Great Indian Peninsula Railway not being so good as in 1891-92. The increase over the Budget Estimate is due to the companies' share of profits having been more than was anticipated, owing to an improvement in net earnings.

The increase in Land and Supervision over the actuals of the previous year is due principally to the addition of the cost of the Technical Section of the Government of India Public Works Department Secretariat, and of the newly established offices of Consulting Engineer and Government Examiner of Accounts, Assam-Bengal Railway. The lapse on the Budget Estimate is due to the fact that as no decision regarding the proposed additional land for the extension of the Great Indian Peninsula Railway goods yard at Wari Bander had been arrived at no payment was made.

The increase in the interest charges over the actuals of 1891-92, and the Budget Estimate is due chiefly to the fall in the rate of exchange.

Effect on State Revenues.

56. The following table shows the direct results to the State of the working of the Guaranteed Railways for the year :—

	Net Traffic Receipts.	Charges.				Gain or loss (+ or —).
		Interest.	Surplus profits.	Contribution to Provident Funds.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . .	1,936,286	1,918,188	381,104	14,132	2,313,424	—377,138
Bombay, Baroda and Central India .	855,810	667,403	178,380	8,308	854,091	+1,719
Madras	452,317	853,044	—	—	853,044	—400,727
Total .	3,244,413	3,438,635	559,484	22,440	4,020,559	—776,146

57. In addition to the above, the cost of land provided at the expense of the State and a proportionate share of the cost of the Government controlling establishments has to be taken into consideration, in order to arrive at the real financial results to the State of the connection with Guaranteed Railways. The above table, however, shows prominently the effects of the provision in the contracts under which surplus profits are declared half-yearly, and the sterling interest is converted for the purpose of this division at the fixed contract rate of 1*s.* 10*d.* (*vide* para. 39). Thus the Great Indian Peninsula Railway received as surplus profits during the year the sum of Rx. 381,104, while Government, although nominally entitled to share equally with the Company, sustained a loss of Rx. 377,138. During the second-half of 1892 the net earnings fell short of the guaranteed interest and Government had to make good the deficiency and to bear also the loss by exchange on interest paid in England. The Bombay, Baroda and Central India Railway Company received Rx. 178,380 as surplus profits, while the actual surplus accruing to the State was only Rx. 1,719.

58. In the following statement the results to the State of the working of these railways for the last five years are exhibited :—

Gain or Loss (+ or —).

Railway.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . .	+30,789	—197,044	+151,489	+20,680	—377,138
Bombay, Baroda and Central India	+8,625	—14,905	+81,433	+39,382	+1,719
Madras	—402,414	—350,750	—236,283	—359,428	—400,729
Total .	—363,000	—562,699	—3,361	—299,366	—776,146

59. The following statement shows the total amount advanced on account of guaranteed interest to each of the Guaranteed Railway Companies still in existence to 31st March 1893, the net revenue of the several lines to the 31st of December 1892, appropriated towards the repayment of that amount, and the balance. For the purposes of this statement, the net revenue and the guaranteed interest paid in India are converted at the contract rates of exchange. The amounts shown as guaranteed interest paid in England represent true sterling :—

Railway.	Guaranteed Interest advanced to 31st March 1893.			Aggregate of net revenue balances for the several half-years to 31st December 1892 inclusive—less moieties of surplus profits repaid to Companies.	Net amount advanced.
	In England.	In India.	Total.		
	£	£	£	£	£
Great Indian Peninsula .	33,458,518	472,140	33,930,658	30,334,782	3,595,876
Bombay, Baroda and Central India	11,700,420	87,596	11,788,016	9,915,673	1,872,343
Madras	16,010,208	2,332	16,012,540	7,856,452	8,156,088
Total .	61,169,146	562,068	61,731,214	48,106,907	13,624,307

There were of course similar figures relating to each Company whose railway Government purchased by annuities or on other terms.

SECTION C.

SUBSIDIZED COMPANIES.

(Major Heads XXVIII and 40.)

60. The transactions in connection with subsidized railways which in the Government accounts appear under the heading Subsidized Companies represent—

Under *Revenue*, Head XXVIII.—Repayments of advances of interest.

Under *Expenditure*, Head 40.—Cost of land supplied free, subsidies, and advances of interest.

(i) Repayments of advances of Interest.

61. The amounts credited as Revenue under this head comprise repayments on account of advances of interest by the Rohilkhand-Kumaon Railway Company and by the Mysore Durbar on account of the Mysore Railway to Government.

62. In the case of the Rohilkhand-Kumaon Railway, the State advanced interest at the rate of 4 per cent. per annum on the Company's share capital while the line was under construction. In consideration of this payment the State is entitled, under the terms of the contract, to a moiety of any surplus earnings, after meeting working expenses, interest on borrowed capital, if any, and a sum sufficient to pay a dividend at the rate of 5 per cent. per annum on the Company's share capital, until such time as the interest advanced by the Secretary of State, together with interest thereon at the rate of 4 per cent. per annum, shall have been repaid. The following is a summary of the advances and repayments of interest to the close of 1892-93 :—

YEAR.	Advances.	REPAYMENTS.	
		England.	India.
	Rx.	Rx.	Rx.
1882-83	432	...	...
1883-84	4,667	...	...
1884-85	7,986*	...	...
1885-86	...	...	119
1886-87	...	...	32
1889-90	...	91	...
1890-91	...	975	...
1891-92	...	1,427	...
1892-93	...	...	...
TOTAL	13,085	2,493	151

63. The payment by the Mysore Durbar on account of the Mysore State Railway represents the net charge for interest paid by Government to the Southern Mahratta Railway Company in connection with the Mysore Railway. The Secretary of State, acting on behalf of the Mysore State, has guaranteed the interest on the capital raised by the Southern Mahratta Railway Company for the construction of the Mysore Railway and the Durbar makes good the excess of interest over net revenue, and will receive any excess of net revenue over interest charges. The receipts and working expenses and interest charges of the Mysore Railway are recorded in the Government accounts under their respective Railway heads, and the net charge for interest only (*i.e.*, interest on capital expended *minus* net receipts), which is recoverable from the Mysore Durbar, is credited under this head.

* Interest (£295) realised from investment of funds deposited by the Company for a fixed period taken in reduction of advances of interest.

64. The amount recovered from the Mysore Durbar during 1892-93 was Rx. 17,883, arrived at as under :—

	Rx.
Interest on capital	76,878
Less—Charge borne by Government for interest on the unexpended balance of the capital retained in their hands	6,582
Remainder	70,296
Net receipts	52,413
Net charge for interest recovered from the Mysore Durbar	17,883
Compared with, for 1891-92	31,567
" " 1890-91	30,505
" " 1889-90	49,012
" " 1888-89	42,768
" " 1887-88	24,764

(ii) Land, Subsidies and Advances of Interest.

65. The charges for land, subsidies and advances of interest are borne partly by Imperial and partly by Provincial Revenues. The items falling on the Imperial Government are charges for land, provided free of cost under the terms of the contracts, in connection with the Bengal and North-Western, Delhi-Umballa-Kalka and Nilgiri Railways. The Nilgiri Railway is also entitled, under the terms of its contract, to interest at 3 per cent. on its capital deposited in a Government treasury for three years, or until the line is opened throughout for traffic, if earlier.

66. The charges debited to Imperial Funds during 1892-93 on account of subsidized railways were—

		Rx.
Bengal and North-Western Railway	(Land charges)	3,905
Delhi-Umballa-Kalka Railway	(")	121
Nilgiri Railway	(")	6,402
Ditto	(Interest)	1,955
	TOTAL	12,383

67. The charges borne by the Provincial Governments in connection with subsidized railways are—

Assam.—An annual subsidy, payable to the Assam Railways and Trading Company, Limited, on account of the Dibru-Sadiya Railway, of such amount—subject to a maximum of Rs. 1,00,000—as, together with the net earnings of the Railway, shall be sufficient to yield a return of 5 per cent. per annum on capital outlay; and a share of the pay and allowances of the Examiner of Public Works Accounts, Assam.

Bengal.—Charges for land which, under the terms of the contracts, has to be provided free of cost to the Tarkessur, Dooars, and Deoghur Railways.

North-Western Provinces and Oudh.—An annual subsidy of Rs. 40,000 payable to the Rohilkhand-Kumaon Railway Company up to 31st December 1894, and charges for land in connection with that Railway.

68. The amounts debited against Provincial Revenues during 1892-93 were—

	Rx.
Dibru-Sadiya Railway (Subsidy and audit)	10,040
Dooars Railway (Land)	2,536
Rohilkhand-Kumaon Railway (Subsidy)	4,000
Ditto ditto (Land)	67
TOTAL	16,643

69. The maximum amount of the subsidy payable in respect of the Dibru-Sadiya Railway was paid to the Company during the year.

70. The total charges in connection with each line to the close of 1892-93 will be found in the statement attached to this note as Schedule D.

Comparison with Actuals of 1891-92 and the Budget and Revised Estimates.

71. The actual receipts during the year under Head XXVIII compare with the actuals of 1891-92 and the Budget and Revised Estimates as under :—

	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
XXVIII.—Subsidized Companies.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rohilkhand-Kumaon . .	...	1,300	—1,300	1,300	—1,300	1,427
Mysore	17,883	23,500	—5,617	27,500	—9,617	31,567
Total .	17,883	24,800	—6,917	28,800	—10,917	32,994

The Government share of surplus earnings of the Rohilkhand-Kumaon Railway for the year 1891 was not received during the year as was expected, owing to questions having been raised as to the amount of that share.

The difference between actuals and the Budget and Revised Estimates of the repayment by the Mysore Durbar is due to the net revenue of the railway having been higher than the estimates.

72. The actual expenditure during the year under head 40 compares with the actuals of 1891-92 and the Budget and Revised Estimates as under :—

	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
40.—Subsidized Companies—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imperial . .	12,383	15,000	—2,617	30,000	—17,617	18,924
Provincial . .	16,643	16,900	—257	14,900	+1,743	14,206
Total .	29,026	31,900	—2,874	44,900	—15,874	33,130

73. The lapses, under Imperial, are due to less land having been acquired for the Nilgiri Railway than was anticipated, and to short payments in connection withthe Bengal and North-Western Railway in consequence of disputed cases, which were not decided before the close of the year; and to the interest paid to the Nilgiri Railway Company having been less than estimated owing to smaller deposits of Capital in the Government Treasury. The excess over the Budget Estimate, under Provincial, is due to larger payments for land for the Dooars Railway.

SECTION D.

41.—Miscellaneous Railway Expenditure.

74. The following expenditure is recorded under this head :—

(*a*) Outlay on surveys.
(*b*) Surplus Establishment and Miscellaneous charges.
(*c*) Director General of Railways' Establishment (share of).
(*d*) Port Storekeepers' Establishments.
(*e*) Abt material and engine suspense account.
(*f*) Land charges in connection with Native States' Railways.

75. At the commencement of the year 1892-93 the following surveys were in hand :—

Imperial.

Sambulpore-Khurda Survey.
Meiktila-Myingyan „
Wazirabad-Multan „
Kashmir Railway „
Kalka-Simla „
Frontier Railway „
Jungshahi-Tatta „
Kurnool Branch „

76. During the course of the year the undermentioned surveys were undertaken by the Imperial Government :—

Rutlam-Muttra Survey.—A reconnaissance survey for the extension of the Godhra-Rutlam Railway to Muttra, at an estimated cost of Rs. 40,000.

Mandalay-Kunlon Survey.—A survey for a line of railway from Mandalay through the Shan Hills to the Kunlon ferry, on the Salween, at an estimated cost of Rs. 1,10,176.

Myitkyina Extension Survey.—A survey for the extension of the Mu Valley Railway from Mogoung to Myitkyina on the upper Irrawaddy river, at an estimated cost of Rs. 34,085.

Chittagong-Akyab-Minhla Survey.—A reconnaissance survey for a line of railway from Chittagong to Akyab, and onwards through Arakan and the Aeng Pass to a point on the Irrawaddy near Minhla, at an estimated cost of Rs. 11,600.

Cuttack-Midnapore-Calcutta Survey.—Further surveys for a line of railway from Cuttack, *vid* Midnapore to Howrah, with a branch from Midnapore to Sini on the Bengal-Nagpur Railway, at an estimated cost of Rs. 1,44,500.

Monghyr Extension Survey.—A survey from Garhara Station on the Tirhoot Railway to the Monghyr Steamer Ghât, at an estimated cost of Rs. 7,522.

Anarpur-Begum Serai Survey.—A survey for a chord line from Anarpur to Begum Serai on the Tirhoot Railway, at an estimated cost of Rs. 9,004.

Rae Bareli-Benares Survey.—A survey for a line of railway from Rae Bareli, *vid* Belaghat and Pertabgurh to Benares, at an estimated cost of Rs. 71,839.

Aonla-Budaon Survey.—A survey for a branch line of railway from Aonla Station on the Oudh and Rohilkhand Railway to Budaon, at an estimated cost of Rs. 5,750.

Dera Ismail Khan-Murtaza Survey.—A survey for a line of railway from Durya Khan to Gomal, including the investigation of a project for establishing a steamer ferry between Dujal and Dera Ismail Khan, at an estimated cost of Rs. 19,540.

Delhi-Minchinabad Survey.—A survey for a line of railway from Delhi through Rhotak to Minchinabad, either *vid* Bhatinda *or vid* Sirsa, with a branch from some suitable point to Bhatinda, at an estimated cost of Rs. 1,02,429.

Umballa-Patiala Survey.—A survey for a direct line of railway from Umballa to Patiala, at an estimated cost of Rs. 8,675.

77. Owing to the refund, by the Assam-Bengal Railway Company, of the past outlay on the Bengal-Assam and Chittagang-Comilla Surveys, the trans-

actions during 1892-93 under Imperial have resulted in a credit of Rx. 10,860 as detailed below :—

	Rx.
Outlay on surveys	57,341
Surplus Establishment and Miscellaneous charges	3,265
Director General of Railways' Establishment (share of)	15,547
Port Storekeepers' Establishment	2,329
Abt material and engine suspense account	—200
Survey outlay refunded by the Assam-Bengal Railway Company	—89,142
TOTAL	—10,860

78. No outlay on surveys from Provincial funds was incurred during the year. With reference to this fact attention is invited to Public Works Department Code, Volume II, Chapter XV, para. 163.

79. The details of outlay on surveys will be found in the statement attached to this review as Schedule E.

80. The items debited during 1892-93 to the account "Surplus Establishment and Miscellaneous charges" were—

	Rx.
Leave allowances of pensionable employés on the Rajputana-Malwa Railway	378
Bonus to Clerks' Provident Fund	172
Repairs to Commander-in Chief's carriage	53
Temporary establishment under Secretary of Committee of Locomotive and Carriage Superintendents	99
Salaries and allowances of the following officers:	
Mr. R. K. Biernacki, Assistant Locomotive Superintendent	**497**
„ F. A. Upcott, Superintending Engineer	**241**
Major Burn-Murdoch, R.E.	**205**
Mr. H. B. Addis, Executive Engineer	243
„ Campbell	299
Lieut. Tomlin, R.E.	285
Rai Sahib Rulla Ram, Assistant Engineer	100
Babu Sreenath Roy, Honorary Assistant Examiner	108
Rai Bahadur Bhoobun Mohun Bose, Executive Engineer	97
Mr. F. Wolley-Dod, Executive Engineer	82
Petty items	406
TOTAL	3,265

81. The amount debited to this head on account of the establishment of the Director General of Railways represents half the fixed monthly charge of Rs. 21,000 debited by the Civil Department, under the authority of Public Works Department Resolution No. 6125, dated 9th November 1888, and half the actual salary and travelling allowances of the Consulting Engineer to the Government of India for State Railways. The other moiety of these charges is debited to the major head "39—Guaranteed Companies—Land and Supervision."

82. The amount shown under Port Storekeepers' Establishments represents—

	Rx.
(1) The cost of the Port Storekeeper's office at Calcutta	2,149
(2) Establishment entertained by the Marine Storekeeper, Bombay, in connection with the local purchase of stores for State Railways	180
TOTAL	2,329

Comparison with Actuals of 1891-92 and the Budget and Revised Estimates.

83. The actual outlay during the year under "41—Miscellaneous Railway Expenditure" compares with the actuals of 1891-92 and the Budget and Revised Estimates as under :—

Head of Account.	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
41.—Imperial	—10,860	—10,100	—760	60,000	—70,860	80,223
41.—Provincial	...	...	...	...	...	11,837
TOTAL	—10,860	—10,100	—760	60,000	—70,860	92,060

84. The lapse on the Budget Estimate is mainly due to the refunds, by the Assam-Bengal Railway Company, of the past outlay on the Bengal-Assam and Chittagong-Comilla surveys, which have been credited to this head, and to fewer debits to surplus establishment and miscellaneous charges than were provided for.

SECTION E.

STATE RAILWAYS—CONSTRUCTION EXPENDITURE.

(Major heads 34, 37, 48 and 50.)

85. At the beginning of the year under review the following railways or sections were under construction from funds provided by the State :—

	Miles.
By State agency—	
Eastern Bengal—Barsoe-Kissengunge Extension	35½
Lucknow-Rae Bareli-Benares (Lucknow-Rae Bareli Section)	48½
Bareilly-Rampur-Moradabad	56
East Coast	521½
Meiktila Branch	13
Mu Valley	255¾
Mari-Attock	85
Mushkaf-Bolan	85¾
Hyderabad-Umarkot (to Sadipalli)	59
By agency of Companies—	
Godhra-Rutlam	115½
Dharmavaram-Hindupur	56½
Mayavaram-Mutupet	53¾

86. The Mayavaram-Mutupet Railway is being constructed by the agency of the South Indian Railway Company, partly from funds provided by the Tanjore Local Board and partly from the Provincial balances of the Madras Government, on the condition that the profits to be derived from the undertaking be shared between the Government of Madras and the Local Board in proportion to the capital contributed by each.

87. During the course of the year, construction operations were commenced on the following new lines and extensions :—

	Miles.
East Indian—Jherriah and Toposi Extensions	69¼
Palanpur-Deesa	17¼

88. The extension of the Barákar branch of the East Indian Railway to the Jherriah coal-field, including a short line of three miles from Barákar to Chanch, a distance of 39 miles, was sanctioned in March 1892. Extensions of the Toposi Colliery branch, aggregating 30¼ miles in length, were also sanctioned during the year. The sanctioned estimate for the Jherriah extension amounts to Rs. 36,79,206, and for the Toposi extensions to Rs. 8,74,859.

89. The construction of a branch railway from Palanpur to Deesa was sanctioned at the close of 1891-92. It is being constructed by the agency of the Bombay, Baroda and Central India Railway Company. The estimated cost of the line is Rs. 4,00,833, of which Rs. 1,85,000 is to be contributed by the Palanpur Durbar. The Durbar has also intimated its willingness to grant the land required for the line free of cost.

90. The Guntakal-Hindupur Railway, which was being constructed by the agency of the South Indian Railway Company, has been transferred to the Southern Mahratta Railway Company. The section from Guntakal to Dharmavaram was taken over by the latter from the 1st January 1893, and the section from Dharmavaram to Hindupur from 1st April 1893, and the whole line will be completed and worked by the Southern Mahratta Railway Company.

91. In the Budget Estimate a sum of Rx. 4,798,200 was provided for Capital expenditure on State Railways as under :—

	Rx.
34.—Construction of Protective Railways	1,011,700
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	301,500
48.—State Railways—Construction	3,485,000
TOTAL	4,798,200

and this sum was distributed for expenditure as follows :—

	Rx.
For outlay in England (treated as final charges in the Home accounts)	1,382,000
For outlay in India	2,725,200
„ Exchange	691,000
TOTAL	4,798,200

92. The allotments to lines were as below :—

	Rx.
By State agency—	
Meiktila Branch	6,900
Mu Valley	498,100
Petroleum Operations	1,800
Frontier Railway Reserve	33,500
North-Western, Mianwali-Mari Branch	5,000
Hyderabad-Umarkot	23,000
East Coast	1,088,100
Open lines	370,100
Stores (Fluctuations in reserves and stores in transit)	—300
Eastern Bengal—Barsoe-Kissengunge Branch	20,000
Assam-Bengal (Northern Section)	300,000
Lucknow-Rae Bareli-Benares	205,000
Bareilly-Rampur-Moradabad	375,000
Mari-Attock	285,000
Mushkaf-Bolan	200,000
Peshawar Railway Reserve	350
North Western—gradient improvements	220,000
TOTAL	3,626,550
	Rx.
By agency of Companies—	
East Indian—Jherriah Extension	160,000
Dharmavaram-Hindupur	150,000
South Indian (Villupuram-Guntakal)	90,000
Godhra-Rutlam	450,000
Mayavaram-Mutupet	155,000
Open lines	376,100
TOTAL	1,381,100
Reserve	8,150
Indents thrown forward to 1892-93	245,900
TOTAL	5,261,700
Deduct—Sums allotted to lines in excess of grants to prevent lapses at the close of the year	463,500
GRAND TOTAL	4,798,200

93. The grant was affected during the year by the following additions and reductions, and the amount available ultimately stood at Rx. 4,730,500 :—

	Rx.	Rx.
Add—		
Additional grant sanctioned for the Godhra-Rutlam Railway	130,000	
Additional grant sanctioned for the Bareilly-Rampur-Moradabad Railway	50,000	
		180,000
	Rx.	
Deduct—		
Grant for the Assam-Bengal Railway withdrawn on the transfer of the line to the Company	300,000	
Rx.		
Less sums allowed to be re-appropriated for—		
East Coast Railway . . 150,000		
East Indian—Azimganj Ferry . 14,300		
Tirhoot Railway—Rolling-stock 83,000		
	247,300	
		52,700
Refund by the Assam-Bengal Railway Company of State outlay in previous year not available for expenditure	47,900	
Difference between the special grants allotted for the Bareilly-Rampur-Moradabad Railway and the Jherriah Extension, East Indian Railway, and the probable expenditure	98,300	
Grant withdrawn under 37.—Provincial	48,800	
		247,700
Net decrease		67,700

94. The Revised Estimate was submitted for Rx. 4,723,500, or Rx. 7,000 less than the amount available. In submitting the Revised Estimate for this reduced amount, it was assumed that there would be lapses on the final allotments for several lines, which might amount to Rx. 58,100, and allowance was made accordingly; but, as the results shew, the estimate has been exceeded.

95. The amount of the Revised Estimate, *viz.*, Rx. 4,723,500, was provided as follows :—

	Rx.
34.—Construction of Protective Railways	993,900
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	292,900
48.—State Railways—Construction	3,436,700
TOTAL	4,723,500

and was distributed for expenditure as under :—

	Rx.
For outlay in England	1,068,000
„ „ in India	3,014,700
„ Exchange	640,800
TOTAL	4,723,500

96. The actual outlay amounted to Rx. 4,779,155 as under :—

	Rx.
In England	1,084,673
„ India	3,121,996
Exchange	622,486
TOTAL	4,779,155

resulting in a lapse of Rx. 19,045 on the Budget Estimate and an excess of Rx. 55,655 over the Revised Estimate of the year. Compared with the Revised Estimate, the actuals in India and in England stand as follows :—

	Revised Estimate.	Actuals.	Actuals. More.	Actuals. Less.
	Rx.	Rx.	Rx.	Rx.
India	3,014,700	3,121,996	107,296	...
England	1,068,000	1,084,673	...	33,327
Exchange	640,800	622,486	...	18,314
TOTAL	4,723,500	4,779,155	55,655	

97. The distribution of the outlay of the year by finance heads is as under :—

	Rx.
34.—Construction of Protective Railways	984,469
37.— „ of Railways (charged against Revenue in addition to that under Famine Insurance)	339,487
48.—State Railways—Construction	3,455,199
TOTAL	4,779,155

No expenditure was incurred during the year in connection with the redemption of liabilities.

Comparison with the Budget and Revised Estimates.

98. In the statement attached to this review as Schedule F will be found full details of the expenditure of the year compared with the Budget and

Revised Estimates, and showing the details of classification by Fund heads. The following is a general abstract :—

Railways.	Actuals, 1892-93.	Budget Estimate.		Revised Estimate.	
		Estimates.	Actuals + more or − less.	Estimates.	Actuals + more or − less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Expenditure by State agency—					
Open lines*	527,319	731,120	−303,771	569,600	−42,251
Mu Valley	447,688	502,050	−54,362	447,600	+88
Burma, Meiktila Branch	27,620	6,900	+20,720	26,900	+720
Assam-Bengal, Northern Section	−47,876	300,000	−347,876	−47,900	+24
Eastern Bengal, Barsoe-Kissengunge Extension	45,599	20,000	+25,599	43,200	+2,399
Lucknow-Rae Bareli-Benares	126,809	205,000	−78,191	154,600	−27,791
Bareilly-Rampur-Moradabad	251,822	375,000	−123,178	296,700	−44,878
Sind Pishin Petroleum Operations	1,409	1,800	−391	1,800	−391
Frontier Railway Reserve	30,060	33,500	−3,440	33,000	−2,940
Peshawar „ „	1,026	350	+676	1,000	+26
Mari-Attock	211,097	285,000	−73,903	204,400	+6,697
Mushkaf-Bolan	267,151	200,000	+67,151	255,900	+11,251
East Coast	1,233,618	1,088,100	+145,518	1,248,900	−15,282
Stores (Fluctuations in reserves and stores in transit)	27,285	123,630	−96,345	−30,400	+57,685
Total	3,150,657	3,872,450	−721,793	3,205,300	−54,643
Expenditure by agency of Companies—					
Open lines	504,580	466,100	+74,480	588,800	−48,220
East Indian—Jherriah Extension	234,468	160,000	+74,468	190,000	+44,468
Assam-Bengal (Land)	14,231	...	+14,231	18,000	−3,769
Godhra-Rutlam	633,349	450,000	+183,349	580,000	+53,349
Palanpur-Deesa	11,237	...	+11,237	12,000	−763
Dharmavaram-Hindupur	102,731	150,000	−47,269	100,000	+2,731
Mayavaram-Mutupet	91,902	155,000	−63,098	87,500	+4,402
Total	1,628,498	1,381,100	+247,398	1,576,300	+52,198
Reserve	...	8,150	−8,150	...	...
Deduct—Estimated lapses	...	−463,500	+463,500	−58,100	+58,100
GRAND TOTAL	4,779,155	4,798,200	−19,045	4,723,500	+55,655
Distributed as under—					
England	1,034,673	1,382,000	−347,327	1,068,000	−33,327
India	3,121,996	2,725,200	+396,796	3,014,700	+107,296
Exchange	622,486	691,000	−68,514	640,800	−18,314
Total	4,779,155	4,798,200	−19,045	4,723,500	+55,655

* Includes Nagpur-Chhattisgarh Depreciation account.

Budget Estimate.

99. The more important variations from the Budget Estimate materially affecting the results are explained below :—

State Agency.

Open lines.—The actuals fell short of the Budget Estimate by Rx. 203,771. The principal lapses occur on the Eastern Bengal and Oudh and Rohilkhand Railways, and are due to the supplies of English stores having fallen short of the estimate.

The lapse on the Oudh and Rohilkhand Railway is further due to large issues of stores to the Bareilly-Rampur-Moradabad and Lucknow-Rae Bareli-Benares Railways.

Credits from the sale of materials held at debit of the Nagpur-Chhattisgarh Depreciation Account were received during the year, but were not provided for in the Budget Estimate.

There is an excess on the North-Western Railway due to the credits from issues of stores to Revenue having been less than estimated for in consequence of a reduction of expenditure on Revenue account.

The Gradient Improvements were pushed on rapidly during the year, and the outlay on this account was considerably larger than that of the previous year; it however fell short of the Budget Estimate owing to the prevalence of sickness in the district and to heavy rains.

Lines under construction.—The actuals fell short of the Budget Estimate by Rx. 518,022.

The lapse on the Mu Valley Railway is due to the stoppage of works during the working season, pending an inspection of the line with a view to improving the alignment.

The lapse on the Assam-Bengal Railway is due to the construction of this line having been made over to a Company during the year; the grant originally allotted was consequently withdrawn. The past outlay incurred by Government was also transferred to the Company's account.

The lapses on the Bareilly-Rampur-Moradabad and Lucknow-Rae Bareli Railways is due to short receipt of stores from England.

The lapse on the Mari-Attock Railway is due to the scarcity of labour, in consequence of the prevalence of cholera and other sickness in the neighbourhood of the line.

The excess on the Barsoe-Kissengunge Extension of the Eastern Bengal State Railway is due to larger outlay on waterways and raising embankments rendered necessary by floods.

The Budget grants for the Mushkaf-Bolan and East Coast Railways have been exceeded owing to work on these lines having been pushed on during the year. Additional grants to meet the further requirements of these lines were allotted during the year.

Companies' Agency.

Open lines.—The actuals exceeded the Budget Estimate by Rx. 74,480.

The principal lapse occurred on the South Indian Railway, owing to delay in obtaining stores from England.

The principal excesses were—

On the Tirhoot Railway, due to expenditure on additional rolling-stock sanctioned during the year, and to the issues of stores to Revenue not having been as large as was anticipated.

On the Rajputana-Malwa Railway the outlay on final heads was less than provided for in the Budget, owing to debits for land required at Delhi not having been raised by the Civil Department, to the late receipt of sanction to an estimate for fencing, and to credits for materials returned into stores; but, on the other hand, the

stores balance was not reduced as anticipated, owing to an adjustment on account of rails received from the Bengal-Nagpur Railway, to large purchases of coal and timber, and to less issues of stores to Revenue and Capital works.

On the East Indian Railway, owing to the cost of re-sleepering the Patna-Gya Railway, which has been amalgamated with the undertaking, having been debited to capital under the orders of the Government of India.

Lines under construction.—The actuals exceeded the Budget Estimate by Rx. 172,918.

The principal lapses were—

On the Dharmavaram-Hindupur Railway, due to the provision for rolling-stock not having been utilised.

On the Mayavaram-Mutupet Railway, due to difficulty in obtaining labour and to many of the works having been delayed in consequence of the early floods.

The principal excesses were—

On the East Indian Railway, Jherriah Extension, owing to greater progress being made, second-hand material having been used instead of waiting for new material from England.

On the Godhra-Rutlam Railway, owing to works which were interrupted in the previous year in consequence of an outbreak of sickness, having been pushed on, and to a larger supply of materials having been received from England than was anticipated.

Revised Estimate.

100. Compared with the Revised Estimate, the principal variations and the reasons assigned are briefly as follows:—

State Agency.

Open Lines.—The actuals fell short of the Revised Estimate by Rx. 42,951.

The lapse occurred chiefly on the Eastern Bengal and Burma Railways and on the Nagpur-Chhattisgarh Depreciation account:—

On the Eastern Bengal Railway the lapse is due to large issues of permanent-way materials to Revenue towards the close of the year, and to a credit on account of depreciation charges on Bengal Central Railway rolling-stock;

On the Burma Railway the lapse is due to short supplies of stores from England; and

On the Nagpur-Chhattisgarh Depreciation Account, to larger credits having been received from the sale of materials held at debit of the account than were anticipated.

On the North Western Railway there was an excess, due to greater progress on Gradient Improvements.

Lines under construction.—The actuals fell short of the Revised Estimate by Rx. 12,392.

The principal lapses were—

On the Lucknow-Rae Bareli-Benares Railway, due to short receipt of permanent-way material, etc., from England.

On the Bareilly-Rampur-Moradabad Railway, due to short receipt of stores from England and to a credit for stores temporarily lent to the Oudh and Rohilkhand Railway.

On the East Coast Railway, due to a liability on account of stores under supply from the surplus stock of the Bellary-Kistna Railway having been over-estimated, and to short debits for English stores.

The principal excesses were —

On the Muskhaf-Bolan Railway, due to the transfer of plant and stores from the North-Western Railway and Chaman Extension, authorised after the Revised Estimate was passed.

On the *Stores transactions*, due to payments in England towards the close of the year for stores uninvoiced or received too late for issue to lines in time and adjustment in the accounts of the year.

Companies' Agency.

Open lines.—The actuals fell short of the Revised Estimate by Rx. 48,220.

The lapse occurred chiefly—

On the South Indian Railway, due to smaller purchases of stores in India and to the non-arrival of stores from England.

On the Rajputana-Malwa Railway, due to short expenditure in connection with crossing stations, to the late receipt of sanction to an estimate for fencing, and to the sale of press machinery.

Lines under construction.—The actuals exceeded the Revised Estimate by Rx. 100,418.

The principal excesses were—

On the East Indian Railway, Jherriah Extension, due to large payments in England on account of stores, to the purchase of sleepers from the North-Western Railway, and to heavy payments for labour towards the close of the year.

On the Godhra-Rutlam Railway, due to works having been pushed on in the closing months of the year.

On the Mayavaram-Mutupet Railway, due to more progress having been made in laying permanent-way than was anticipated.

101. *Total Capital Outlay.*—The total outlay incurred on State Railways up to the end of the year [illegible] to Rx. [illegible] was as follows:—

Indian outlay	56,877,169
Debits to the Indian Books by credits to "Expenditure in England" for value of English stores received and other items charged off in England	53,325,564
TOTAL	110,202,733

the distribution by finance heads being as follows:—

	Rx.
34.—Construction of Protective Railways	4,403,243
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	6,404,531
48.—Capital Expenditure on State Railways not charged against Revenue	65,841,508
50.—Capital charges involved in redemption of liabilities	33,553,451
TOTAL	110,202,733

102. Full details of the above will be found in the statement attached to this review as Schedule G.

SECTION F.

CAPITAL ACCOUNT OF GUARANTEED COMPANIES.

103. Each of the Guaranteed Railway Companies has a sterling Capital. Under the respective contracts entered upon many years ago, funds required to meet expenditure in India are advanced at the fixed rate of exchange of 1*s.* 10*d.* the rupee, and, on the other hand, advances in England when converted into Indian currency are converted at the same rate of 1*s.* 10*d.* the rupee. The figures relating to Capital expenditure in this section, where stated in sterling, represent as regards withdrawals by the Companies in England true sterling, and as regards withdrawals in India the equivalent in rupees at the rate of 1*s.* 10*d.*; where stated in Rx. sterling has been converted into rupees at the same rate.

104. The following table shows the amount of Capital raised to the 31st March 1893:—

	Share Capital.		Debentures.		Debenture Stock.		Capital not bearing interest.		Total.
	India.	England.	Nominal amount.	Cash received.	Stock represented.	Cash received.	India.	England.	
	£	£	£	£	£	£	£	£	£
Great Indian Peninsula.	496,897	19,503,103	2,970,900	2,970,900	3,701,450	2,475,559	74,929	215,145	26,736,533
Bombay, Baroda and Central India . .	21,672	7,528,628	1,238,500	1,238,500	...	...	...	18,419	8,807,219
Madras . . .	...	10,257,630	800,000	800,000	...	...	...	12,014	11,069,644
TOTAL .	518,569	37,289,361	5,009,400	5,009,400	3,701,450	2,475,559	74,929	245,578	45,613,396

105. Interest on the Share Capital, Debentures, and Debenture Stock is guaranteed by the Secretary of State, the rates of interest being as under:—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Share Capital at 5 per cent. .	20,000,000	7,550,300	8,757,670	36,307,970
,, ,, 4½ ,, .	...	...	999,960	999,960
,, ,, 4 ,, .	...	...	500,000	500,000
Debenture Stock at 4 ,, .	2,701,450	...	...	2,701,450
Debentures at 3½ ,, .	804,800	...	140,000	944,800
,, ,, 3¼ ,, .	1,866,100	1,238,500	462,200	3,566,800
,, ,, 3 ,, .	300,000	...	197,800	497,800
TOTAL .	25,672,350	8,788,800	11,057,630	45,518,780

106. The average rate of interest payable in gold on the Capital of these Guaranteed Companies is a little under 4·74 per cent. Under the contracts, the State must continue to pay interest on the Share Capital at the rates guaranteed until the contracts terminate, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market. The State can now raise money at a little over 3 per cent., but it has to continue to pay 5 per cent. on the bulk of the Share Capital, which,

with the low exchange, at the average rate for 1892-93, is equivalent to a payment of interest at a rate of over 7½ per cent. on the sterling Capital converted at par.

107. During the year 1892-93, debentures were issued in England to the extent of £359,600. Debentures to the extent of £138,200 bearing interest at 3½ per cent. fell due during the year, and were renewed at 3 per cent. The amount raised by each Company was as follows:—

	£
Great Indian Pensinsula	259,600
Madras	100,000
TOTAL .	359,600

108. The following table shows the amounts withdrawn by the several Companies on Capital account up to the 31st March 1893, and the balances of Capital at their credit, or amount of overdrafts, on that date:—

	Paid-up Capital.	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Great Indian Peninsula . .	25,736,533	6,912,618	18,524,815	25,437,133	299,400	...
Bombay, Baroda and Central India .	8,807,219	2,351,438	6,416,634	8,768,072	39,147	...
Madras	11,069,644	4,168,619	6,833,585	11,002,204	67,440	...
TOTAL .	45,613,396	13,432,875	31,774,534	45,207,409	405,987	...

or, as stated in the Indian accounts, sterling being converted into rupees at the contract rates of exchange, the figures stand as under:—

	Paid-up Capital.	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . .	28,076,218	7,541,256	20,208,343	27,749,599	326,619	...
Bombay, Baroda and Central India .	9,607,875	2,565,205	6,999,964	9,565,169	42,706	...
Madras	12,075,975	4,547,585	7,454,820	12,002,405	73,570	...
TOTAL .	49,760,068	14,654,046	34,663,127	49,317,173	442,895	...

109. The net Capital expenditure during the year on the Guaranteed Railways amounted to £70,254 as below:—

	Withdrawals.			Refunds.			Net withdrawals.
	In India.	In England.	Total.	In India.	In England.	Total.	
	£	£	£	£	£	£	£
Great Indian Peninsula . .	326,760	347,487	674,247	605,298	5,760	611,058	69,189
Bombay, Baroda and Central India	122,826	122,457	245,283	259,456	1,530	260,986	—15,703
Madras	454,387	84,017	218,404	195,146	490	195,636	22,768
TOTAL .	603,973	533,961	1,137,934	1,059,900	7,780	1,067,680	70,254

110. The large refunds in India represent chiefly the value of stores issued to Revenue for working and maintenance which, in the first instance, are paid for from Capital funds.

Comparison with Budget and Revised Estimates.

111. The following table compares the actual net withdrawals during the year with the actuals of 1891-92, and with the Budget and Revised Estimates of 1892-93:—

	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . .	68,933	43,700	+25,233	205,000	—136,067	—104,103
Bombay, Baroda and Central India .	—17,131	—25,300	+8,169	20,900	—38,031	26,354
Madras	24,838	20,400	+4,438	126,300	—101,462	127,813
Total .	76,640	38,800	+37,840	352,200	—275,560	50,064

112. The difference between the actuals of 1891-92 and 1892-93 is due, for the most part, to smaller refunds for value of stores consumed by revenue and sold to outsiders. The decrease as compared with the Budget Estimate is owing chiefly to a lapse on the provision for engineering works and stores. The excess over the Revised Estimate occurs principally on the Great Indian Peninsula Railway and is due to large purchase of coal towards the close of the year.

SECTION G.

Capital of Indian Railway Companies.

(Exclusive of the old Guaranteed Companies.)

113. The accounts reviewed in this section represent the capital transactions of the following Railway Companies:—

Bengal Central.
Bengal-Nagpur.
Indian Midland.
Southern Mahratta.
Mysore.
Rohilkhund-Kumaon (Lucknow-Bareilly undertaking).
Assam-Bengal.

114. Each of these Companies has a sterling capital, consisting partly of share capital and debentures raised by the Companies direct on guarantees by the Secretary of State, and partly of advances made by the Secretary of State from funds raised by him under the provisions of Act 51, Vict., Chap. 5. The sums thus raised and advanced to the Companies are considered as part of the Companies' capital. Interest on such advances is charged against the Railway Revenue Account and has to be met before surplus profits can be declared.

115. The financial terms of the contracts, the rates of interest guaranteed, and the rates of exchange at which the capital is converted into Indian currency vary in each case. These points are briefly stated below.

116. *Bengal Central Railway.*—This line is the property of the Bengal Central Railway Company and is, merely as a matter of convenience, classed among State Railways. This Railway was originally constructed under a limited guarantee of interest at the rate of 4 per cent. per annum while the line was under construction, such interest together with interest thereon being repayable out of surplus profits. But a revised contract was entered into, with effect from the 1st July 1885, under which the Company receives a guarantee of 3½ per cent. on share capital and a quarter of net earnings paid half-yearly, the claim to the repayment of interest advanced under the original contract being at the same time waived. The capital when stated in Indian currency is converted at the rate of 1*s.* 5·262*d.* the rupee.

117. *Bengal-Nagpur Railway.*—This Company receives a guarantee at the rate of 4 per cent. per annum on share capital, and is entitled to a quarter share of surplus profits,—*i.e.*, of the excess of net earnings over interest—calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency is £1=Rs. 13.

118. *Indian Midland Railway.*—This Company also receives a guarantee of 4 per cent. per annum on its share capital, and is entitled to a quarter share of surplus profits, calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency is £1=Rs. 12½.

119. *Southern Mahratta Railway.*—This Company now receives a guarantee of 3½ per cent. (4 per cent. up to 31st December 1890) and a quarter of net earnings. The rates of exchange for the conversion of sterling Capital into rupees are, as regards the Capital (£530,957), specially raised for the completion of the Bellary-Kistna Railway, which was taken over by the Company, £1=Rs. 14, and for the remainder of the Capital, £1=Rs. 12. The Company also gets the advantage of outlay by the State on the construction of the Bellary-Kistna Railway to the extent of Rx. 1,657,753 without any charge for interest.

120. *Mysore Railway.*—This line was completed and is worked by the Southern Mahratta Railway Company. That Company raised sufficient funds by the issue of debenture stock to repay to the Mysore Durbar the outlay previously incurred by that State and to complete the extension to link in with the Southern Mahratta system. Acting on behalf of the Mysore Durbar, the

Secretary of State has guaranteed interest at 4 per cent. on the nominal amount of the debenture stock issued. The Southern Mahratta Railway Company also receives a quarter of net earnings. The rate of exchange for conversion of the sterling capital into Indian currency is 1*s.* 5·931*d.* the rupee.

121. *Rohilkhand-Kumaon* (*Lucknow-Bareilly Section*) *Railway.*—The Rohilkhand-Kumaon Railway Company took over, with effect from the 1st January 1891, the Bareilly-Pilibhit and the Lucknow-Sitapur State Railways, undertaking to complete the link between these lines, and to work the whole with their own line of Railway. The Company agreed to raise capital to the extent of £160,000 by the issue of debentures, with the power to discharge any portion of this obligation by the payment of rupees in India, the amount so paid being deemed the equivalent of sterling money at the average rate of exchange during the half-year immediately preceding the date of such payment. The Company subsequently issued sterling debentures for £147,000, which sold for Rs. 20,34,195. This sum was paid into the Calcutta treasury, and, at the rate fixed by the contract, is deemed to be equivalent to a sterling payment of £160,837. The debentures were issued under a guarantee of the Secretary of State at the rate of 3¼ per cent. per annum. The previous outlay incurred by the State has not been refunded to Government, and it has been further agreed that any additional capital required shall be provided by the Secretary of State. Any surplus profits after paying the debenture interest, and interest at 4 per cent. on the outlay by the State, are to be divided between Government and the Company in the ratio of their respective shares of capital.

122. *Assam-Bengal Railway.*—This Company took over, in November 1892, the construction work on the Gauhati-Lumding Section of the Railway which had been commenced by the State. The capital authorised to be raised by the Company is £1,500,000, and the rate of interest guaranteed is 3½ per cent. per annum up to the 1st July 1898, and after that date 3 per cent. The rate for the conversion of sterling capital into Indian currency is the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the calendar half-year next preceding the time at which the conversion is required to be made.

123. The following table shows the amount of capital raised to the 31st March 1893:—

	Bengal Central.	Bengal-Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand-Kumaon.	Assam-Bengal.
Share Capital—	£	£	£	£	£	£	£
India (at contract rates)	...	...	...	8,460	...	...	...
England	500,000	3,000,000	3,000,000	3,491,540	...	...	1,313,872
Debentures—							
Nominal amount	...	*1,500,000*	*2,754,100*	*943,100*	...	*147,000*	...
Cash received	...	1,500,000	2,754,100	943,100	...	160,837†	...
Debenture Stock—							
Stock represented	...	...	...	...	*1,200,000*	...	...
Cash received	...	...	...	...	1,200,000*	...	...
Capital not bearing interest—							
India (at contract rates)	...	...	...	34	...	...	...
England	...	5,781	2,016	30,923	24,000	...	...
Total subscribed by Companies	500,000	4,505,781	5,756,116	4,474,057	1,224,000	160,837	1,313,872
Advances made from money raised under Act 51, Vict., Cap. 5	500,000	2,700,000	1,345,000	2,129,900	...	...	...
TOTAL	1,000,000	7,205,781	7,101,116	6,603,957	1,224,000	160,837	1,313,872
Equivalent in Rx.	Rx. 1,390,337	Rx. 9,367,515	Rx. 8,876,395	Rx. 8,030,939	Rx. 1,638,280	Rx. 203,419	Rx. 1,896,505

* The cash received in this case was £1,224,000, of which the sum of £24,000 is included under "Capital not bearing interest."
† Rs. 20,34,195 were actually paid into the Treasury, and this, under the contract, is taken as equivalent to £160,837.

124. The following abstract shows the different rates of interest guaranteed in the case of each line on the share and debenture capital:—

	Bengal Central.	Bengal-Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand-Kumaon.	Assam-Bengal.	Total.
	£	£	£	£	£	£	£	£
Share Capital at 4 per cent.	...	3,000,000	3,000,000	...	...	...	...	6,000,000
Share Capital at 3½ per cent.	500,000	...	...	3,500,000	...	...	1,313,872	5,313,872
Debenture stock at 4 per cent.	...	...	...	...	1,200,000	...	...	1,200,000
Debentures at 3½ per cent.	...	1,000,000	1,000,000	255,000	...	...	...	2,255,000
Debentures at 3¼ per cent.	...	500,000	1,754,100	688,100	...	147,000	...	3,089,200
TOTAL	500,000	4,500,000	5,754,100	4,443,100	1,200,000	147,000	1,313,872	17,858,072

125. During the year 1892-93, the only capital raised by Companies direct was the sum of £1,210,967 subscribed on account of share Capital by the Assam-Bengal Railway Company. Advances were made from moneys raised under Act 51, Vict., Cap. 5, to the Indian Midland Railway Company, £115,000, to the Bengal-Nagpur Railway Company, £300,000, and to the Southern Mahratta Railway Company, £150,000, making a total addition to the Companies' capital of £1,775,967. Of the Southern Mahratta Railway Company's 3½ per cent. debentures, £600,000 fell due on the 1st April 1892, and were renewed bearing interest at 3¼ per cent. per annum.

126. The following table shows the amounts of capital withdrawn by the several Companies up to the 31st March 1893, and the balances of capital at their credit, or the amounts of overdrafts, on that date. In this table the amounts shown as withdrawn in England represent true sterling, the amounts shown as withdrawn in India represent rupees converted at contract rates, and also take into account the differences between remittances from England converted at contract rates and the average rates of exchange at which they are incorporated in the Indian books:—

	Paid-up Capital (including advances).	Capital withdrawn.			Balance at	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Assam-Bengal	1,313,872	195,471	182,165	377,636	936,236	...
Bengal Central	1,000,000	382,431	439,387	821,818	178,182	...
Bengal-Nagpur	7,205,781	5,031,279	2,411,793	7,443,072	...	237,291
Indian Midland	7,101,116	4,717,130	2,212,587	6,929,717	171,399	...
Southern Mahratta	6,603,957	5,761,890	1,735,181	7,496,571	331,386	...
Mysore	1,224,000					
Rohilkhand-Kumaon	160,837	174,113	70,153	244,266	...	83,429
TOTAL	24,609,563	16,263,314	7,101,266	23,318,080	1,617,203	320,720

or, as stated in the Indian accounts, the sterling capital being converted at the contract rates, and the withdrawals in England being converted at the

average rates of exchange applicable under the contract, the figures stand as under:—

	Paid-up Capital.	Capital withdrawn.	Balance at	
			Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.
Assam-Bengal	1,896,505	545,094	1,351,411	...
Bengal Central	1,390,337	1,007,792	382,545	...
Bengal-Nagpur	9,367,515	9,675,993	...	308,478
Indian Midland	8,876,395	8,660,560	215,835	...
Southern Mahratta	8,030,939	7,828,374	202,565	...
Mysore	1,638,280	1,420,673	217,607	...
Rohilkhand-Kumaon	203,419	318,255	...	114,836
TOTAL	31,403,390	29,456,741	2,369,963	423,314

127. The overdraft shown against the Bengal-Nagpur Railway is due to the inclusion in the Capital account of the sum of Rx. 485,383 * expended by the State on the Katni-Umaria State Railway, which was subsequently taken over by the Company (*vide* para. 35 above). It should also be mentioned that a sum of Rx. 1,657,753 was expended by Government on the Bellary-Kistna State Railway, now incorporated in the Southern Mahratta Railway system, and that this amount has not been included in the foregoing tables of expenditure. Similarly, a sum of Rx. 512,114 expended by Government on the Bareilly-Pilibhit and Lucknow-Sitapur Railways, prior to their transfer to the Rohilkhand-Kumaon Railway Company, has not been included in those statements. These items are classed, as originally charged, under 48.—*State Railways—Construction*, and are included in the expenditure dealt with in Section E.

Comparison with actuals during 1891-92, and the Budget and Revised Estimates.

128. In the following table the actual expenditure during the year is compared with the Revised and Budget Estimates, and with the actuals during 1891-92:—

Railway.	Actuals, 1893-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Assam-Bengal	545,094	580,800	—35,706	...	+545,094	...
Bengal Central	11,801	13,200	—1,399	13,200	—1,399	23,596
Bengal-Nagpur	413,654	426,800	—13,146	551,300	—137,646	816,849
Indian Midland	96,737	118,700	—21,963	191,800	—95,063	194,557
Southern Mahratta	77,781	100,000	—22,219	102,800	—25,019	51,734
Mysore	—81,294	—80,000	—1,294	65,500	—146,794	11,906
Rohilkhand-Kumaon (Lucknow-Bareilly)	26,969	32,000	—5,031	26,300	+669	68,567
TOTAL	1,090,742	1,191,500	—100,758	950,900	+139,842	1,166,211

* Equivalent at contract rate to £373,372.

Compared with actuals of previous year.

129. The decrease in the expenditure during 1892-93, as compared with the outlay during 1891-92, is due to the more advanced stage of construction and

gradual completion of works on the older lines; but, on the other hand, construction by the Company was commenced during the year on the Assam-Bengal Railway.

In the case of the Bengal-Nagpur Railway, on which the largest decrease occurs, the outlay on the Saranda Tunnel and on the erection of rolling-stock was very large during 1891-92. The issue of materials for the construction of the Sambalpur Branch contributed largely to the reduction in suspense balances during the year.

The decrease on the Bengal Central Railway is on ballast and permanent-way and in stores balance.

The increase on the Southern Mahratta Railway is due to the stores balance of the Mysore Railway at end of December 1892 being taken over owing to the amalgamation of the Stores accounts of the two Railways.

Compared with Budget Estimate.

130. As compared with the Budget Estimate, the excess is Rx. 139,842, and is due to the commencement of construction by the Company on the Assam-Bengal Railway, and to the transfer of the outlay incurred by the State to the Company's capital account.

The lapses on the other Railways are attributable chiefly to the following causes:—

On the Bengal Central Railway, to savings on stations and buildings, ballast and permanent-way and stores.

On the Bengal-Nagpur Railway, to the provision made for staff quarters having been curtailed and to late receipt of sanction for many of the works; to the reserve grant for rolling-stock not having been operated on; and to the work originally contemplated on the Sambalpur Extension not having been completed pending a settlement of the final alignment of the last few miles of the extension.

On the Indian Midland Railway, to the sums set aside for unforeseen works not having been required, and to the postponement of certain works on the Jhansi-Manickpur Section, and to smaller expenditure than was expected on the new central workshops.

On the Southern Mahratta Railway, to expenditure in England being short of the estimate in consequence of indents for fencing and plant for the printing press at Dharwar not having been submitted for want of sanctioned estimates.

On the Mysore Railway, to credits arising from the recovery from the Mysore Durbar of the capital cost of the Nanjangud Extension in consequence of the transfer of the line, and to the amalgamation of the suspense accounts with those of the Southern Mahratta Railway, and to the postponement of certain Capital works.

Compared with Revised Estimate.

131. Compared with the Revised Estimate, the lapses amount to Rs. 100,758, and have been explained as follows:—

On the Bengal Central Railway, to fewer sleepers having been purchased than was anticipated.

On the Bengal-Nagpur Railway, to short outlay on rolling-stock and an under-estimate of the reduction in suspense balances consequent on the short receipt of stores from England, and heavier issues to Revenue than was anticipated.

On the Indian Midland Railway, to smaller purchases of stores in India, and to less expenditure having been incurred on the central workshops than was estimated.

On the Southern Mahratta Railway, to short outlay in England, short debits by the Civil Department for compensation for land and for supplies by the Forest Department, and to delay in completing certain works provided for in the estimate.

SECTION II.

NATIVE STATES RAILWAYS.

Capital and Revenue Transactions.

132. The accounts reviewed in this section represent the transactions of the following Railways belonging to Native States, the accounts of which are dealt with in this Department:—

Bhopal State Railway (Bhopal Section).
Khamgaon Railway.
Amraoti Railway.

133. It may be mentioned that the transactions of the following foreign Railways, with the accounts of which this Department has no concern, are not dealt with in this review:—

* The Gaekwar's.
* Jodhpore-Bickaneer.
Nizam's Guaranteed.
Morvi.
* Rajpura-Bhatinda.
Bhavnagar-Gondal-Junagad-Porbundar.
* Jammu-Kashmir (Kashmir Section).
* Kolhapur.
* Cooch Behar.
Bina-Guna.
Bhopal-Ujjain.
West of India Portuguese.
Pondicherry.
Mysore { Mysore-Nanjangod Section. / Bangalore to Frontier at Hindupur.

MYSORE GOLD FIELDS.

134. An officer of the Public Works Accounts Department is lent to the Native States for the purpose of keeping the accounts of the Bhavnagar-Gondal-Junagad-Porbundar Railway, and the accounts of the lines marked with an asterisk are either kept or supervised by Public Works Accounts officers. It has been decided that the accounts of the Bina-Guna and Bhopal-Ujjain Railways shall be audited annually by a Public Works Accounts officer.

BHOPAL STATE RAILWAY.

135. *Capital.*—The Bhopal State Railway is the joint property of the Imperial Government and the Bhopal Durbar. The line connects Itarsi on the Great Indian Peninsula Railway with Bhopal, crossing the river Nerbudda in the neighbourhood of Hoshungabad. The line runs for 13 miles through British territory and for 44 miles through the Native State of Bhopal.

136. Funds for the construction of this line were at first provided as follows:—

	Rx.
By the British Government	125,000
By the Bhopal State	500,000

But as further moneys were required to meet the cost of additional works and alterations necessary to bring the line up to the required standard to carry the heavy traffic anticipated on the opening of the Indian Midland Railway, and as Her Highness the Begum of Bhopal was not prepared to advance more than the 50 lakhs, it was decided to provide the necessary money from Imperial resources. The contribution made by the Durbar had all been utilized before the end of 1890-91, so that the expenditure incurred subsequently was met from grants under the head "48.—State Railways—Construction," and as such is reviewed in the section pertaining thereto.

137. The capital expended on the line to the close of 1892-93 has amounted to Rx. 694,605, and has been charged as follows:—

	Rx.
To British Government	194,605
To Bhopal State	500,000

138. *Revenue.*—During the period to which these accounts relate, the line was worked by the Indian Midland Railway on the following terms: on payment of such sum as shall bear the same rate per cent. to the gross receipts of the Bhopal State Railway for any half-year, as the aggregate working expenses (excluding cost of maintenance) of the amalgamated undertaking shall bear to the aggregate gross receipts of the amalgamated undertaking for the same half-year, *plus* the actual expenditure incurred on the maintenance of way and works, *plus* 5 per cent. of the gross earnings for supply of rolling-stock. The earnings and expenses are adjusted by the calendar half-year, and the amounts included in the accounts for the official year 1892-93 represent the results of working during the calendar year 1892.

139. The revenue receipts and charges of the year are, under the terms of the agreement with the Durbar, divided between the British Government and the Bhopal State in the proportion of the capital contributed by each, and on this basis the division of the transactions of the year 1892 was made as shown in the following table:—

	Government.	Bhopal State.	Total.
	Rx.	Rx.	Rx.
Receipts	15,310	44,780	60,090
Expenditure	9,670	28,192	37,862
Net Receipts	5,640	16,588	22,228

140. The Durbar share of the net earnings for the year is equivalent to a return of 3·31 per cent. per annum on the capital provided by the Durbar. The amount was paid to the Durbar under the instructions conveyed in Public Works Department letter No. 383 A.—R., dated 9th September 1889.

KHAMGAON AND AMRAOTI RAILWAYS.

141. *Capital.*—These railways have been constructed from funds provided from the surplus revenues of Berar. The Khamgaon Railway, 7½ miles in length, runs from Jalamb Station on the Great Indian Peninsula Railway to Khamgaon, and the Amraoti Railway, 5½ miles in length, connects Budnera with Amraoti.

142. The capital expended on these lines to the end of 1892-93 is as under:—

	To end of 1891-92.	During 1892-93.	Total to date.
	Rx.	Rx.	Rx.
Khamgaon Railway	48,983	—122	48,861
Amraoti „	44,935	69	45,004

143. *Revenue.*—Both these lines are worked by the Great Indian Peninsula Railway Company on the following terms: the payment to the Company of the same percentage of the gross receipts of the State line that the working expenses of the Great Indian Peninsula Railway and branch lines, taken together, bear to the earnings of the Great Indian Peninsula Railway (and

branch lines, *plus* 5 per cent. of the gross receipts of the State line for the use of rolling-stock. The transactions are adjusted by the calendar half-year, and the results incorporated in the accounts of the year 1892-93 represent the transactions of the calendar year 1892.

144. The receipts and charges of the year 1892 are shown in the following table:—

	Receipts.	Expenditure.	Net receipts.
	Rx.	Rx.	Rx.
Khamgaon Railway	6,555	3,464	3,091
Amraoti „	10,576	5,712	4,864

145. The net receipts represent returns of 6·33 and 10·81 per cent. per annum on the total capital expended on the Khamgaon and Amraoti Railways, respectively.

Comparison with Budget and Revised Estimates.

146. The actual Capital outlay on the lines dealt with in this section compares with the Budget and Revised Estimates as under:—

Railway.	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.	
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Khamgaon	—122	—120	—2	—30	—92
Amraoti	69	70	—1	50	+19
Total	—53	—50	—3	20	—73

The credit in the case of the Khamgaon Railway represents the sale of permanent-way material to the Great Indian Peninsula Railway. The lapse on the Budget Estimate is due to more material having been sold than was expected.

147. The actual revenue transactions compare with the actuals of 1891-92 and the Budget and Revised Estimates as under:—

	Actuals, 1892-93.	Revised Estimate.		Budget Estimate.		Actuals, 1891-92.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bhopal—						
Receipts	44,780	46,000	—1,220	45,000	—220	46,043
Expenditure	28,192	29,700	—1,508	36,000	—7,808	28,728
Net Receipts	16,588	16,300	+288	9,000	+7,588	17,315
Khamgaon—						
Receipts	6,555	6,600	—45	6,200	+355	6,667
Expenditure	3,464	3,600	—136	3,300	+164	3,405
Net Receipts	3,091	3,000	+91	2,900	+191	3,262
Amraoti—						
Receipts	10,576	10,800	—224	11,000	—424	11,291
Expenditure	5,712	6,000	—288	6,000	—288	5,952
Net Receipts	4,864	4,800	+64	5,000	—136	5,339

148. The earnings on all three lines are slightly below those of the previous year, but the differences are unimportant. The decrease in expenditure on the Bhopal Railway, as compared with the estimates, is said to be due to the working expenses having been estimated at too high a percentage of the earnings. The decrease in expenditure on the Khamgaon and Amraoti Railways, as compared with the Revised Estimate, is due to the percentage of gross receipts on the Great Indian Peninsula Railway, as now ascertained, being lower than the figure adopted in the Revised Estimate.

SIMLA;
The 16th April 1894.

R. G. MACDONALD,
Acott. Genl., P. W. Dept.

Acott. Genl., P. W. D.'s Memorandum No. 331 R., dated 17th April 1894.

Submitted to the Secretary to the Government of India, Public Works Department.

Documents accompanying.

Abstract and Detailed Accounts of Revenue and Expenditure on Railways in India during and to the end of 1892-93.

Accompaniment to Accountant General's, P. W. Dept., Note No. 331 R., dated 17th April 1894.

Abstract by Fund and Finance Heads of the Revenue and Expenditure on Railways in India during 1892-93, compared with the Budjet and Revised Estimates of the year and the accounts of 1891-92.

Revenue. Accounts, 1891-92.	Revenue. 1892-93. Budget Estimate.	Revenue. 1892-93. Revised Estimate.	Revenue. 1892-93. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1892-93. Accounts.	Expenditure. 1892-93. Revised Estimate.	Expenditure. 1892-93. Budget Estimate.	Expenditure. Accounts, 1891-92.
Rx.	Rx.	Rx.	Rx.		IMPERIAL.		Rx.	Rx.	Rx.	Rx.
					XXVI AND 38.—STATE RAILWAYS.					
					Gross Traffic Receipts and Working Expenses.					
4,957,632	4,650,300	4,890,300	4,888,869		East Indian		1,607,100	1,600,000	1,516,500	1,643,008
2,205,116	1,926,200	2,240,000	2,247,595		Rajputana-Malwa		1,018,702	1,065,000	995,500	1,087,885
13,088	17,000	16,000	15,310		Bhopal		9,670	10,300	13,600	8,228
54,425	56,000	54,000	54,407		Warora Colliery		50,674	49,700	43,800	43,149
25,897	25,000	23,300	23,299		Wardha Coal		19,889	20,300	19,500	19,952
27,996	42,000	34,000	36,524		Umaria Colliery		33,179	33,000	32,400	25,976
637,317	650,000	607,500	603,259		Bengal Nagpur...		309,681	317,500	325,000	303,037
...	...	...	16,443		Burma		...	...	...	...
210,027	...	...	...		Tounghoo-Mandalay		...	...	...	110,167
13,614	30,000	22,500	23,154		Mu Valley		54,011	53,000	30,000	12,039
40,518	860,000	858,800	872,312		Eastern Bengal...		561,629	537,500	540,000	...
76,110	75,000	77,000	78,006		Bengal Central		53,808	53,500	53,500	57,001
60,771	55,000	28,600	28,650		Patna-Gya		12,303	12,300	24,200	25,988
...	520,000	527,500	538,398		Bengal and North-Western and Tirhoot		395,397	380,000	360,000	...
879,286	830,000	845,000	845,934		Oudh and Rohilkhand		366,690	376,000	350,000	381,472
436,012	440,000	452,500	444,354		Indian Midland		292,086	280,000	280,000	267,555
...	60,000	66,000	69,469		Lucknow-Bareilly		42,737	43,000	38,000	...
3,309,010	2,880,000	2,560,000	2,569,878		North-Western		1,811,837	1,670,000	1,880,000	1,953,585
725,984	807,200	790,000	797,602		South Indian		507,015	497,500	540,000	497,896
134,356	137,000	152,500	151,225		Mysore		98,812	106,000	101,000	102,932
8,737	9,100	9,800	9,878		Bezvada Extension		7,038	7,300	6,400	5,828
...	15,000	...	...		East Coast		...	...	8,250	...
30,858	29,600	32,700	32,834		Dhond and Manmad (net receipts) ...		...	...	...	...
477,303	490,000	460,000	463,116		Southern Mahratta		323,709	338,000	365,000	350,996
...	...	...	...		Bilaspur-Etawah		1,321	...	...	...
14,324,057	14,604,400	14,748,000	14,810,516	A	TOTAL ...	A	7,579,288	7,448,900	7,522,650	6,896,441
					Interest on debt.					
					India		2,939,785	2,937,700	2,930,900	2,480,038
					England		1,017,092	1,017,000	1,017,400	1,005,952
					Exchange		611,908	610,200	508,700	436,847
					TOTAL ...		4,568,785	4,564,900	4,457,000	3,922,837
					Annuities in purchase of Railways.					
					East Indian		1,872,534	1,870,600	1,753,650	1,673,978
					Eastern Bengal		194,114	193,900	181,800	173,686
					North-Western		650,751	650,100	609,450	581,149
					TOTAL ...		2,717 399	2,714,600	2,544,900	2,428,763
					Interest on Capital deposited by Companies.					
					Assam Bengal		41,730	41,600	59,100	...
					Bengal Central		28,028	28,000	26,300	25,100
					Bengal Nagpur		293,693	293,300	276,200	265,033
					Indian Midland		339,558	339,200	318,000	304,076
					Lucknow-Bareilly		10,693	11,100	11,800	7,459
					Southern Mahratta		324,390	324,000	289,200	330,000
					South Indian		48,049	48,000	46,000	43,098
					TOTAL ...		1,086,141	1,085,200	1,025,600	1,004,674
					Interest chargeable against Companies on Advances.					
					Bengal Central		26,027	26,100	24,400	23,307
					Bengal-Nagpur		130,132	130,100	122,000	111,572
					Indian Midland		66,360	66,200	62,100	53,499
					Southern Mahratta		105,973	105,900	121,200	37,679
					TOTAL ...		328,492	328,300	329,700	226,497

Revenue. Accounts, 1891-92.	Revenue. 1892-93. Budget Estimate.	Revenue. 1892-93. Revised Estimate.	Revenue. 1892-93. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1892-93. Accounts.	Expenditure. 1892-93. Revised Estimate.	Expenditure. 1892-93. Budget Estimate.	Expenditure. Accounts, 1891-92.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					XXVII.—GUARANTEED RAILWAYS.					
					Net Traffic Receipts.					
397,911	420,000	435,000	452,317		Madras					
822,344	780,000	845,000	855,810		Bombay, Baroda and Central India ...					
2,272,863	2,060,000	1,980,000	1,936,286		Great Indian Peninsula					
3,493,118	3,260,000	3,260,000	3,244,413	B	TOTAL ...		...	...	...	...
					XXVIII.—SUBSIDIZED COMPANIES.					
					Repayment of advances of interest.					
31,567	27,500	23,500	17,383	I	Mysore					
1,427	1,300	1,300	...		Rohilkhand-Kumaon					
32,994	28,800	24,800	17,883		TOTAL ...		...	...	...	...
					34.—CONSTRUCTION OF PROTECTIVE RAILWAYS.					
					East Coast	F	984,469	993,900	1,041,700	484,795
					37.—CONSTRUCTION OF RAILWAYS.					
					East Coast		201,225	158,500	76,400	...
					Dharmavaram-Hindupur		...	...	41,900	...
					TOTAL ...	F	201,225	158,500	118,300	...
					39.—GUARANTEED COMPANIES— SURPLUS PROFITS, LAND, SUPERVISION, AND INTEREST.					
					Surplus profits.					
					Bombay, Baroda and Central India ...		186,688	186,500	169,000	187,324
					Great Indian Peninsula		395,236	395,600	381,500	535,780
					South Indian		...	...	...	14,605
					TOTAL ...	C	581,924	582,100	550,500	737,659
					Land and supervision.					
					India (share of Office of Director General of Railways)		15,547	15,400	14,200	14,748
					Central Provinces		11,088	11,100	11,100	10,734
					Assam		2,136	2,200	...	...
					Bengal		10,910	10,700	11,700	10,804
					North-Western Provinces and Oudh ...		12,545	12,500	11,900	10,416
					Madras		13,430	14,500	15,700	13,682
					Bombay		23,348	23,500	41,000	21,293
					Reserve		...	...	6,000	...
							88,954	89,900	111,600	81,677
					Deduct—Amount recoverable from Companies on account of Government supervision ...		59,531	60,000	62,100	62,420
					TOTAL ...	C	29,423	29,900	49,500	19,257
					Interest.					
					Madras		853,044	3,435,300	3,256,300	757,339
					Bombay, Baroda and Central India ...		687,403			595,638
					Great Indian Peninsula		1,918,188			1,716,453
					TOTAL ...	C	3,438,635	3,435,300	3,256,300	3,069,430

Revenue. Accounts, 1891-92.	Revenue. 1892-93. Budget Estimate.	Revenue. 1892-93. Revised Estimate.	Revenue. 1892-93. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1892-93. Accounts.	Expenditure. 1892-93. Revised Estimate.	Expenditure. 1892-93. Budget Estimate.	Expenditure. Accounts, 1891-92.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					40—Subsidized Companies—Land and advances of interest.					
					Bengal Central		...	...	...	—13
					Bengal and North-Western—Land ...		3,905	5,500	6,750	11,947
					Delhi-Umballa-Kalka—Land ...		121	100	100	3,574
					Nilgiri—Land and interest ...		8,357	9,400	19,000	3,416
					Reserve		...	...	4,150	...
					Total ...	D	12,383	15,000	30,000	18,924
					41—Miscellaneous Railway Expenditure.					
					Surplus Establishment and Miscellaneous Charges		3,265	4,000	10,000	7,090
					Director General's Establishment (share of)		15,547	15,400	14,200	14,747
					Port Storekeepers' Establishment ...		2,329	2,400	2,400	2,213
					Rutlam-Muttra Survey		1,927	1,800	...	...
					Bengal-Assam ,, ...		—81,672	—81,600	...	...
					Sambulpur Road ,, ...		...	...	...	—665
					Sambulpur-Kurdha ,, ...		6,090	6,200	9,000	4,452
					Meiktila-Myingyan		2,291	2,300	1,000	1,563
					Mandalay-Kunlon Survey ...		6,076	5,000	...	...
					Chittagong-Akyab-Minbla Survey ...		959	900	...	...
					Myitkyina Extension Survey ...		1,799	1,100	...	....
					Moghal Serai-Howrah ,, ...		—62	—100	...	6,450
					Anarpur-Begum Serai ,, ...		361	500	...	...
					Monghyr Extension ,, ...		397	400	...	...
					Wazirabad-Multan ,, ...		1,582	1,800	...	694
					Rae Bareli-Benares ,, ...		2,020	1,700	...	...
					Kalka-Simla ,, ...		5,294	5,300	...	672
					Kashmir Surveys		9,195	9,100	9,000	18,966
					Zhob Valley Survey		58	100	...	11,782
					Umballa-Patiala ,, ...		344	500	...	...
					Frontier Railway Surveys ...		4,594	4,650	5,000	12,166
					Cuttack-Midnapore-Calcutta Survey ...		7,215	9,100	...	...
					Abt Material and Engine Suspense Account		—200	—200	...	—662
					Jungshahi-Tatta Survey ...		634	650	640	14
					Chittagong-Comilla ,, ...		—7,570	—7,500	...	...
					Mehsana-Viramgam (land) ...		...	...	...	545
					Kurnool Branch Survey		501	500	450	159
					Nuseerabad-Kekri ,, ...		130	100	...	72
					Anand-Petlad (land)		...	...	...	—35
					Kotri-Rohri Survey		19	...	...	...
					Dera Ismail Khan-Murtaza Survey ...		1,903	2,000	...	...
					Delhi-Minchinabad Survey		3,459	3,500	...	...
					Aonla-Budaon Survey		230	300	...	...
					Kotri-Kurrachee ,, ...		25	...	...	...
					Reserve		...	...	8,310	...
					Total ...	E	—10,860	—10,100	60,000	80,323
					48—State Railways—Construction.					
					East Indian		604,081	599,400	140,100	—75,061
					Ditto — Jherria Extension ...		234,468	190,000	160,000	...
					Rajputana-Malwa		51,399	64,100	11,000	—44,318
					Holkar		1,809	1,800	2,000	2,807
					Godhra-Rutlam		633,349	580,000	450,000	204,501
					Palanpur-Deesa		11,237	12,000	...	...
					Bhopal		26,981	27,000	27,000	19,654
					Stores and Reserve		27,285	—88,500	—331,720	62,570
					Warora Colliery		992	—400	26,200	1,267
					Wardha Coal		649	700	1,500	—27,921
					Umaria Colliery		3,761	100	5,000	7,179
					Nagpur-Chhattisgarh Depreciation Account		—25,567	—11,500	...	—16,488
					Burma		23,257	36,600	30,000	45,882
					Mu Valley		447,688	447,600	502,050	506,100
					Meiktila Branch ...		27,620	26,900	6,900	1,057
					Assam-Bengal—Northern Section ...		—47,876	—47,900	300,000	47,876
					Ditto (land)		14,231	18,000	...	...
					Eastern Bengal ...		89,496	133,700	180,690	128,340
					Carried forward ...		2,124,660	1,989,600	1,510,720	863,419

Revenue. Accounts, 1891-92.	Revenue. 1892-93. Budget Estimate.	Revenue. 1892-93. Revised Estimate.	Revenue. 1892-93. Accounts.	For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure. 1892-93. Accounts.	Expenditure. 1892-93. Revised Estimate.	Expenditure. 1892-93. Budget Estimate.	Expenditure. Accounts, 1891-92.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					48—State Railways—Construction—*continued.*					
					Brought forward ...		2,124,660	1,989,600	1,510,720	863,419
					Eastern Bengal, Barsoe-Kissengunge Branch		45,599	43,200	20,000	87,420
					Tirhoot		124,801	124,000	22,500	36,012
					Patna-Gya		—435,011	—435,000	10,000	336
					Nalhati		—36,478	—36,500	—35,600	1,610
					Oudh and Rohilkhand		—19,705	—24,300	58,560	2,119
					Cawnpore-Achnera		6,923	7,200	10,000	1,713
					Lucknow-Rae Bareli-Benares ...		126,809	154,600	205,000	31,855
					Bareilly-Rampur-Moradabad ...		251,822	296,700	375,000	18,626
					Rewari-Ferozepore		190	400	7,000	6,924
					North-Western		219,286	221,200	208,070	223,494
					,, Gradient Improvements		225,947	203,800	230,000	76,652
					Sind-Pishin—Petroleum Operations ...		1,409	1,800	1,800	—5,751
					Frontier Railways Reserve ...		30,880	33,000	33,500	23,996
					Peshawar Railway ,, ...		1,026	1,000	350	35,750
					Mari-Attock		211,097	204,400	285,000	68,114
					Mushkaf-Bolan		267,151	255,900	200,000	182,369
					Guntakal-Dharmavaram		357,778	358,800	...	...
					Dharmavaram-Hindupur		102,731	100,000	108,100	111,694
					South Indian		—202,614	—164,200	227,000	176,932
					Bellary-Kistna		245	300	...	6
					Bezvada Extension		481	500	1,000	1,913
					East Coast		47,924	96,500	...	818,943
					Dhond and Manmad		3,068	3,800	7,000	6,191
					Total ...	F	3,455,199	3,436,700	3,485,000	2,770,336
					Provincial.					
					XXVI and 38.—State Railways.					
					Gross Traffic Receipts and Working Expenses.					
406,088	600,000	695,000	678,780		Burma		351,914	340,000	340,000	228,128
6,402	6,500	6,700	6,641		Jorhat		5,495	6,000	6,400	6,091
1,953	2,300	2,000	1,846		Cherra-Companygunge		1,751	1,700	2,100	1,909
1,105,865	320,000	321,200	310,643		Eastern Bengal		...	...	...	626,279
9,235	...	...	...		Nalhati		...	...	...	4,818
...	...	...	...		Tirhoot		...	...	...	2,216
488,854	...	...	...		Bengal and North-Western and Tirhoot		...	...	...	415,490
1,991	...	...	...	23	Bareilly-Pilibhit		...	...	...	...
...	...	...	...		Lucknow-Sitapur-Seramau ...		...	...	...	...
56,314	...	...	...		Lucknow-Bareilly		...	...	...	32,108
11,234	...	...	...		Amritsar-Pathankot		...	...	...	...
...	10,700	6,500	6,408		Hyderabad-Umarkot		6,420	5,800	7,700	...
2,067,876	939,500	1,031,400	1,004,291	A	Total ...	A	365,580	353,500	356,200	1,316,039
					Interest on debt.					
					India		210,372	210,500	210,000	505,123
					37.—Construction of Railways.					
					Jorhat		3,782	3,000	3,900	273
					Cherra-Companygunge		447	600	1,300	2
					Kaunia-Dharla		...	...	...	775
					Lucknow-Sitapur-Seramau		...	...	...	2,300
					Mayavaram-Mutupet		91,902	87,500	155,000	42,662
					Hyderabad-Umarkot		42,181	43,300	23,000	117,221
					Total ...	F	138,262	134,400	183,200	163,233

Revenue.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	Expenditure.			
Accounts, 1891-92.	1892-93. Budget Estimate.	1892-93. Revised Estimate.	1892-93. Accounts.				1892-93. Accounts.	1892-93. Revised Estimate.	1892-93. Budget Estimate.	Accounts, 1891-92.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					40—Subsidised Companies—Land and Subsidy.					
					Dooars (land)		2,536	2,600	800	136
					Dibru-Sadiya (subsidy and audit) ...		10,040	10,100	10,100	10,070
					Rohilkhand-Kumaon (subsidy and land)		4,067	4,200	4,000	4,000
					Total ...	D	16,643	16,900	14,900	14,206
					41—Miscellaneous Railway Expenditure.					
					Share of Secretariat Establishment (Bengal)		...	...	...	7,616
					Lucknow-Rae Bareli-Benares Survey ...		...	...	...	703
					Bezvada-Masulipatam Survey ...		...	...	...	16
					Nanjangod-Gudulur ,, ...		...	...	...	420
					East Coast ,, ...		...	...	...	1,817
					Nellore-Guntoor ,, ...		...	...	...	20
					Madras-Gudur ,, ...		...	...	...	51
					Palghat Kurapatam ,, ...		...	...	...	1,286
					Ahmedabad-Prantij ,, ...			...	...	56
					Nadiad-Kapadvanj ,, ...		...	...	...	-85
					Broach-Jambusar ,, ...		...	...	...	-68
					Total ...	E	...	...	...	11,837
					*Capital of Indian Railway Companies.					
					State ownership.					
					Assam-Bengal		545,094	580,800	...	...
					Bengal Central		11,801	13,200	13,200	22,596
					Bengal-Nagpur		413,654	426,800	551,300	816,849
					Indian Midland		96,737	118,700	191,800	194,557
					Lucknow-Bareilly		29,969	32,000	26,300	68,567
					Southern Mahratta		77,781	100,000	102,800	51,786
					Mysore		-81,294	-80,000	65,500	11,906
					Total ...		1,090,742	1,191,500	950,900	1,166,211
					Companies' ownership.					
					Madras		24,838	20,400	126,300	127,612
					Bombay, Baroda and Central India ...		-17,131	-25,300	20,900	29,822
					Great Indian Peninsula		68,933	43,700	205,000	-104,108
					Total ...		76,640	38,800	352,200	50,064

* The figures entered under this head represent the actual Rupee outlay (actuals and estimates) expressed in Rx.

Dated 1894.

R. G. MACDONALD,
Acctt. Genl., P. W. Dept.

SCHEDULE A.

Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for 1892-93.

SCHEDULE A.

Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for 1892-93.

		Receipts.			Expenses.			Net Receipts.			Capital outlay to 31st March 1893.	Percentage of net receipts on total outlay to 31st March 1893.	*Percentage of charges on receipts.
		Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.			
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
	IMPERIAL.												
I.—India	East Indian	4,650,000	4,890,000	4,888,501	1,302,000	1,348,500	1,358,665	3,133,500	3,290,000	3,281,401			
	„ Surplus profits	...	...	...	214,500	251,500	248,435						
	England—Rent of buildings occupied by East Indian Railway Company, including Exchange	300	300	368	...	...	...	300	300	368			
	TOTAL EAST INDIAN	4,650,300	4,890,300	4,888,869	1,516,500	1,600,000	1,607,100	3,133,800	3,290,300	3,281,769	(a) 14,845,351	22·11	32·87 27·79
	Rajputana-Malwa	1,926,200	2,240,000	2,247,595	924,600	933,400	917,969	930,700	1,175,000	1,228,893	13,058,617	9·41	45·32 40·84
	„ Surplus profits	...	...	...	70,600	131,600	100,733						
	Bhopal	17,000	16,000	15,310	13,600	10,300	9,670	3,400	5,700	5,640	194,605	2·90	63·16
		6,593,500	7,146,300	7,151,774	2,525,600	2,675,300	2,635,472	4,067,900	4,471,000	4,516,302	28,098,573		
II.—Central Provinces	Warora Colliery	56,000	54,000	54,407	43,800	49,700	50,674	12,200	4,300	3,733	156,434	2·38	93·14
	Wardha Coal	25,000	23,300	23,299	19,500	20,300	19,889	5,500	3,000	3,410	498,769	·68	85·36
	Umaria Colliery	42,000	34,000	36,524	32,400	33,000	33,179	9,600	1,000	3,345	103,770	3·22	90·84
	Bengal Nagpur	650,000	607,500	603,259	325,000	317,500	309,681	325,000	290,000	293,578	9,675,993	3·03	51·33
	Bilaspur-Etawah	...	...	...	...	...	1,321	...	...	—1,321	...	...	...
		773,000	718,800	717,489	420,700	420,500	414,744	352,300	298,300	302,745	10,434,966	...	
III.—Burma	Burma	...	...	16,443	...	...	...	...	...	16,443	...	...	...
	Mu Valley	30,000	22,500	23,154	30,000	53,000	54,011	...	—30,500	—30,857	(b) 1,051,395	...	233·26
		30,000	22,500	39,597	30,000	53,000	54,011	...	—30,500	—14,414	1,051,395	...	...
IV.—Bengal	Eastern Bengal	860,000	858,800	872,312	540,000	537,500	561,629	320,000	321,300	310,683	(h) 8,398,985	(i) 7·40	(i) 47·48
	Bengal Central	75,000	77,000	78,006	46,750	46,700	46,022						68·98
	Company's share of net earnings	...	...	...	6,750	6,800	7,786	21,500	23,500	24,198	1,007,792	2·40	59·00
	Patna-Gya	55,000	28,600	28,650	24,200	12,300	12,303	30,800	16,300	16,347	...	...	42·94
	Bengal and North-Western and Tirhoot	520,000	527,500	538,398	210,000	210,000	223,954						
	Company's share of net earnings	...	...	...	150,000	170,000	171,443	160,000	147,500	143,001	(g) 2,485,903	5·75	73·44 41·60
		1,510,000	1,491,900	1,537,366	977,700	983,300	1,023,137	532,300	508,600	494,229	11,892,680	...	...
V.—North-Western Provinces and Oudh	Oudh and Rohilkhand	330,000	345,000	345,934	350,000	375,000	368,690	480,000	470,000	477,244	(c) 10,344,159	4·61	43·58
	Indian Midland	440,000	452,500	444,354	280,000	280,000	292,086	160,000	172,500	152,268	8,660,560	1·76	65·73
	Lucknow-Bareilly	60,000	66,000	69,469	38,000	41,800	41,541						61·52
	„ Surplus profits	...	...	...	...	1,200	1,196	22,000	23,000	25,732	830,369	3·22	59·80
		1,330,000	1,363,500	1,359,757	668,000	698,000	703,513	662,000	665,500	656,244	19,835,088	...	...
VI.—Punjab	North-Western	2,880,000	2,560,000	2,569,878	1,880,000	1,670,000	1,811,837	1,000,000	890,000	758,041	(d) 35,463,305	2·14	70·50
VII.—Madras	South Indian	807,200	790,000	797,602	540,000	497,500	507,015	267,200	292,500	290,587	(e) 7,210,330	4·03	63·57
	Mysore	137,000	152,500	151,225	89,500	94,800	94,036						65·34
	Company's share of net earnings	...	...	...	11,500	11,200	4,776	36,000	46,500	52,413	1,420,673	3·69	62·18
	Besvada Extension	9,100	9,800	9,878	6,400	7,300	7,038	2,700	2,500	2,840	142,153	2·00	71·25
	East Coast	15,000	...	...	8,250	...	...	6,750	...	...	...	...	...
		968,300	952,300	958,705	655,650	610,800	612,865	312,650	341,500	345,840	8,773,156	...	...
VIII.—Bombay	Dhond and Manmad (Net Receipts)	29,600	32,700	32,834	...	...	...	29,600	32,700	32,834	1,108,704	2·96	...
	Southern Mahratta	490,000	460,000	463,116	324,600	303,400	304,611						69·90
	Company's share of net earnings	...	...	...	40,400	34,600	19,098	125,000	122,000	139,407	9,486,127	1·47	65·77
		519,600	492,700	495,950	365,000	338,000	323,709	154,600	154,700	172,241	10,594,831	...	...
	TOTAL IMPERIAL	14,604,400	14,748,000	14,810,516	7,522,650	7,448,900	7,579,288	7,081,750	7,299,100	7,231,228	126,143,994	(f) 5·96 (k)	50·18 (k) 46·51

* In the case of lines worked by Companies two percentages have been entered, the first including, and the second excluding, surplus profits and share of net earnings paid to the Companies.

(a) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India, excluding the outlay on the Jherriah Extension. The actual rupee outlay, expressed in Rx., is as follows:—

	Rx.
By Company to date of purchase	33,686,941
„ Government after purchase	2,801,911
	36,488,852 on which the net receipts would give a return of 8·99 per cent.

(b) Approximate cost of portion open at close of 1892-93, exclusive of share of suspense.

(c) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay on the line is as follows:—

	Rx.
By Company to date of purchase	9,268,311
By Government after purchase	8,110
Total	9,276,421 on which the net receipts would give a return of 5·14 per cent.

(d) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. Taking the actual rupee outlay on the old Sind, Punjab and Delhi Railway by the Company to date of purchase, the outlay is as follows:—

	Rx.
By Company to date of purchase	12,086,927
By Government after purchase and on system before and after acquisition	30,551,684
	42,638,611 on which the net receipts would give return of 1·78 per cent.

(e) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay on the line is as follows:—

	Rx.
By Company to date of purchase	4,970,512
By State to end of 1892-93	2,517,773
	7,488,285 on which the net receipts would give a return of 3·88 per cent.

(f) Substituting the actual rupee outlay in the case of purchased lines, the net receipts, including the Eastern Bengal Railway Provincial share and excluding the Burma Railway Imperial share, give a return of 4·82 per cent.

(g) Capital expended on Tirhoot State Railway.

(h) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay expressed in Rx. is as follows:—

	Rx.
By Company to date of purchase	3,539,837
By Government after purchase and on other sections constructed by the State and opened for traffic	6,829,201
	10,369,038 on which the net receipts (including the Provincial share) give a return of 5·99 per cent.

(i) Percentages calculated on total net receipts including Provincial share.

(k) The Provincial share of the Eastern Bengal Railway net receipts has been included, and the Imperial share of the Burma Railway net receipts has been excluded in calculating these percentages.

SCHEDULE A—*concluded.*

Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for 1892-93—concluded.

		Receipts.			Expenses.			Net Receipts.			Capital outlay to 31st March 1893.	Percentage of net receipts on total outlay on 31st March 1893.	Percentage of charges on receipts.
		Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.			
Provincial.		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Ex.	Rx.		
I.—Burma	Burma	600,000	695,000	678,730	340,000	340,000	351,914	260,000	355,000	326,816	5,253,614	6·22	50·62
II.—Assam	Jorhat	6,500	6,700	6,641	6,400	6,000	5,495	100	700	1,146	78,899	1·45	82·74
	Cherra-Companygunj	2,300	2,000	1,846	2,100	1,700	1,751	200	300	95	77,830	·12	94·85
		8,800	8,700	8,487	8,500	7,700	7,246	300	1,000	1,241	156,729	...	...
III.—Bengal	Eastern Bengal	320,000	321,200	310,643	...	...	...	320,000	321,200	310,643	...	...	...
IV.—North-Western Provinces and Oudh.	Lucknow-Sitapur-Seramau	...	...	23	...	...	...	...	...	23	...	...	...
V.—Bombay	Hyderabad-Umarkot	10,700	6,500	6,408	7,700	5,800	6,420	3,000	700	—12	163,042	...	100·19
	Total Provincial	939,500	1,031,400	1,004,291	356,200	358,500	365,580	583,300	677,900	638,711	5,573,385	(*c*) 6·18	(*c*) 51·48
	GRAND TOTAL	15,543,900	15,779,400	15,814,807	7,878,850	7,802,400	7,944,868	7,665,050	7,977,000	7,869,939	131,717,379	(*a*) 5·97.	50·23 (*b*) 46·74

(*a*) Substituting the actual rupee outlay in the case of purchased lines the net receipts give a return of 4·86 per cent.
(*b*) Excluding surplus profits to Companies for working State lines and net earnings of their own concern paid to the Bengal and North-Western Railway Company.
(*c*) The net receipts of the Eastern Bengal Railway credited to Provincial are excluded, and the net receipts of the Burma Railway credited to Imperial are included, in calculating these percentages.

SCHEDULE B.

Guaranteed Railways.

Statement of Revenue Transactions during the official year 1892-93.

Financial Heads.	Actuals, 1891-92.			Budget Estimate, 1892-93.			Revised Estimate, 1892-93.			Actuals, 1892-93.		
	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.
XXVII—GUARANTEED RAILWAYS.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Net Traffic Receipts—												
Payments into Treasury—												
Madras Railway	945,556	85,404	1,030,960	960,000	80,000	1,040,000	975,000	85,000	1,060,000	986,978	88,088	1,075,066
Bombay, Baroda and Central India Railway	1,418,901	1,059,168	2,473,069	1,345,000	962,500	2,307,500	1,425,000	1,070,000	2,495,000	1,449,156	977,939	2,427,095
Great Indian Peninsula Railway	4,434,551	273,246	4,707,797	4,000,000	120,000	4,120,000	4,000,000	270,000	4,270,000	3,978,256	237,617	4,215,873
Total	6,794,008	1,417,818	8,211,826	6,305,000	1,162,500	7,467,500	6,400,000	1,425,000	7,825,000	6,414,390	1,303,644	7,718,034
Withdrawals from Treasury—												
Madras Railway	548,941	84,108	633,049	540,000	80,000	620,000	540,000	85,000	625,000	526,892	95,857	622,749
Bombay, Baroda and Central India Railway	599,949	1,050,776	1,650,725	565,000	962,500	1,527,500	580,000	1,070,000	1,650,000	579,392	991,893	1,571,285
Great Indian Peninsula Railway	2,204,413	230,521	2,434,934	1,960,000	100,000	2,060,000	1,980,000	310,000	2,290,000	1,951,238	328,349	2,279,587
Total	3,353,303	1,365,405	4,718,708	3,065,000	1,142,500	4,207,500	3,100,000	1,465,000	4,565,000	3,057,522	1,416,099	4,473,621
Net Traffic Receipts—												
Madras Railway	396,615	1,296	397,911	420,000	...	420,000	435,000	...	435,000	460,086	—7,769	452,317
Bombay, Baroda and Central India Railway	818,952	8,392	822,344	780,000	...	780,000	845,000	...	845,000	869,764	—13,954	855,810
Great Indian Peninsula Railway	2,230,138	42,725	2,272,863	2,040,000	20,000	2,060,000	2,020,000	—40,000	1,980,000	2,027,018	—90,732	1,936,286
Total	3,440,705	52,413	3,493,118	3,240,000	20,000	3,260,000	3,300,000	—40,000	3,260,000	3,356,868	—112,455	3,244,413

SCHEDULE C.

39.—Guaranteed Companies—Surplus Profits, etc., Land and Supervision and Interest.

Province or Railway.	Accounts, 1891-92.	Budget Estimate, 1892-93.	Revised Estimate, 1892-93.	Actuals, 1892-93.
Moiety of surplus profits, etc.	Rx.	Rx.	Rx.	Rx.
Bombay, Baroda and Central India Railway	187,324	169,000	186,500	186,688
Great Indian Peninsula Railway	535,730	381,500	395,600	395,236
South Indian Railway	14,605	...	...	...
Total	737,659	550,500	582,100	581,924
Land and Supervision.				
India—(share of Office of Director General of Railways)	14,748	14,200	15,400	15,547
Central Provinces	10,734	11,100	11,100	11,038
Assam	...	...	2,200	2,136
Bengal	10,804	11,700	10,700	10,910
North-Western Provinces and Oudh	10,416	11,900	12,500	12,545
Madras	13,682	15,700	14,500	13,130
Bombay	21,293	41,000	23,500	23,348
Reserve	...	6,000	...	...
	81,677	111,600	89,900	88,954
Deduct—Amount recoverable from Companies on account of Government supervision	62,420	62,100	60,000	59,531
Total	19,257	49,500	29,900	29,423
Interest.				
India.				
Madras Railway	865	1,000	200	207
Bombay, Baroda and Central India Railway	20,084	20,300	300	285
Great Indian Peninsula Railway	16,222	17,300	2,300	2,181
Total India	37,171	38,600	2,800	2,673
England.				
Madras Railway	527,431	2,145,100	2,145,300	532,482
Bombay, Baroda and Central India Railway	401,289			416,526
Great Indian Peninsula Railway	1,185,439			1,196,289
Total England	2,114,159	2,145,100	2,145,300	2,145,297
Exchange	918,100	1,072,600	1,287,200	1,290,665
Total Interest	3,069,430	3,256,300	3,435,300	3,438,635
GRAND TOTAL	3,826,346	3,856,300	4,047,300	4,049,982

SCHEDULE D.

Subsidized Railways.

Statement of State Outlay for, and to the end of, the year 1892-93.

Railways.	Subsidy.	Interest.	Land.	Miscellaneous.	Total Final Heads of Account.	Estimated Indian Expenditure. Budget.	Estimated Indian Expenditure. Revised.	Guaranteed Interest paid in England, *plus* Exchange.	Grand Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
During the year.									
Imperial.									
Bengal and North-Western	...	...	3,905	...	3,905	6,800	5,500	...	3,905
Delhi-Umballa-Kalka	...	...	121	...	121	100	100	...	121
Nilgiri	...	1,955	6,402	...	8,357	19,000	9,400	...	8,357
Reserve	...	...	...	...	...	4,100	...	...	...
Total Imperial	...	1,955	10,428	...	12,383	30,000	15,000	...	12,383
Provincial.									
Dooars	...	...	2,536	...	2,536	800	2,600	...	2,536
Dibru-Sadiya	...	...	...	40	10,040	10,100	10,100	...	10,040
Rohilkhand-Kumaon	...	...	67	...	4,067	4,000	4,200	...	4,067
Total Provincial	14,000	...	2,603	40	16,643	14,900	16,900	...	16,643
Grand Total	14,000	1,955	13,031	40	29,026	44,900	31,900	...	29,026
To end of the year.									
Imperial.									
Bengal Central	...	...	72,767	...	72,767	...	...	77,150*	149,917
Bengal and North-Western	...	...	184,219	...	184,219	...	...	...	184,219
Delhi-Umballa-Kalka	...	...	52,869	...	52,869	...	...	...	52,869
Nilgiri	...	2,821	8,953	...	11,774	...	...	...	11,774
Rohilkhand-Kumaon	...	...	...	...	...	...	...	10,441†	10,441
Total Imperial	...	2,821	318,808	...	321,629	...	...	87,591	409,220
Provincial.									
Dooars	...	...	2,681	...	2,681	...	...	...	2,681
Tarkessur	...	...	14,151	...	14,151	...	...	...	14,151
Dibru-Sadiya	85,277	...	...	2,799	88,076	...	...	...	88,076
Rohilkhand-Kumaon	32,000	...	3,481	...	35,481	...	...	...	35,481
Deoghur	...	...	919	...	919	...	...	...	919
Total Provincial	117,277	...	21,232	2,799	141,308	...	...	...	141,308
Grand Total	117,277	2,821	340,040	2,799	462,937	...	...	87,591	550,528

	Net payments. £	Exchange. Rx.
1891-92	3,011	415
1892-93	9,640	2,211
1893-94	21,388	4,880
1894-95	39,473	7,162
Total	63,492	14,668
	Rx. 77,160	

	Payments. £	Exchange. Rx.
† 1892-93	351	81
1893-94	3,796	869
1894-95	6,425	1,561
Total	10,574	2,511
	Rx. 13,085	

	Repayments. £	Exchange. Rx.
‡1889-90	63	28
1890-91	735	340
1891-92	996	432
Total	1,796	700
	Rx. 2,493	

Less—Repayments by Company to Secretary of State 2,644‡

10,441

In India—
1885-86 119
1886-87 32
* Total 2,644

(a) In the revised classification of the accounts, Rx. 966 of the expenditure on the Deoghar Tramway has been classified under the head 4.—Miscellaneous Railway Expenditure, and a write-back of Rx. 37 under the head 60.—Subsidized Railways, Land, etc. For convenience the whole has been shown in this account.

SCHEDULE E.

41.—Miscellaneous Railway Expenditure.

Statement of Outlay for, and to the end of, the year 1892-93.

Surveys, etc.	Outlay for the year 1892-93.	Outlay to end of previous year.	Outlay to end of 1892-93.
	Rx.	Rx.	Rx.
Imperial.			
I.—India ... Surplus Establishment and Miscellaneous Charges ...	3,265	115,307	118,572
Director General's Establishment, share of— ...	15,547	169,389	184,936
Port Storekeeper's „	2,329	82,013	84,342
Indirect Charges	...	13,444	13,444
Preparation of project for conversion or doubling of Rajputana-Malwa Railway	...	1,676	1,676
Bhopal Survey	...	5,335*	5,335 §
Ajmere-Bhawalpur Survey	...	2,327	2,327
Great Western of India Railway Survey ...	...	2,857	2,857
Stores issued without charge to Nizam's Railway ...	...	761	761
Bikanir Desert Railway Survey	...	8,310	8,310
Rutlam-Muttra Survey	1,927	...	1,927
Ujjain-Bhopal Survey (project abandoned) ...	...	822	822
	23,068	402,241	425,309
II.—Central Provinces ... Nagpur-Sangor Survey	...	1,427	1,427
Wardha Coal Extension Survey	...	2,304	2,304
Raj-Nandgaon-Warangal Survey	...	886	886
Jubbulpore-Nagpur Survey	...	1,370	1,370
Sambalpur-Kurdha Survey	6,090	4,452	10,542
	6,090	10,439	16,529
III.—Burma ... Mandalay-Kunlon Survey	6,076	5,460†	11,536
Mogoung-Myitkyina Survey	1,799	...	1,799
Meiktila-Myingyan Survey	2,291	2,125	4,416
Chindwin Survey	...	2,616	2,616
Chittagong-Akyab-Minbla Survey	959	...	959
	11,125	10,201	21,326
IV.—Assam ... Bengal-Assam Railway Survey	−81,572	81,572	...
Sib-Saugor Coal Line (project abandoned) ...	...	3,399	3,399
Garo Hills Reconnaissance (ditto) ...	...	414	414
Assam Extension Survey (ditto) ...	...	9,110	9,110
	−81,572	94,495	12,923
V.—Bengal ... Anarpur-Begum Serai Survey	361	...	361
Monghyr Extension Survey	397	...	397
Benares-Puri Survey	...	77,242	77,242
‡Rungpore-Dhubri Survey	...	3,054	3,054
Chittagong-Comilla Survey	−7,570	7,570§	...
Western Bengal Survey	...	11,888	11,888
Mogbal Serai-Howrah Survey	−62	40,782	40,720
Cuttack-Midnapore-Calcutta Survey	7,215	...	7,215
	341	140,536	140,877
Carried over ...	−40,948	657,912	616,964

* Rx. 6,057 transferred to construction account.

† Expenditure previously recorded against the Shan Hills Survey.

‡ Includes Rx. 6,028 classified as Provincial.

§ Expenditure previous to 1887-88 (Rx. 5,262) classified as Provincial.

SCHEDULE E—*continued.*

41.—Miscellaneous Railway Expenditure—*continued.*

Statement of Outlay for, and to the end of, the year 1892-93 —continued.

Surveys, etc.	Outlay for the year 1892-93.	Outlay to end of previous year.	Outlay to end of 1892-93.
	Rx.	Rx.	Rx.
Brought forward ...	−40,948	657,912	616,964
Imperial—*contd.*			
VI.—North-Western Provinces and Oudh. Rae Bareli-Benares Survey	2,020	...	2,020
Aonla-Budaon Survey	230	...	230
	2,250	...	2,250
VII.—Punjab ... Bannu Railway Surv	...	12,669	12,669
Wazirabad-Multan Survey	1,582	694	2,276
Jungshahi-Tatta Survey	634	14	648
Kohala Survey	...	238	238
Kalka-Simla Survey	5,294	672	5,966
*Umballa-Kalka-Simla Survey	...	9,870	9,870
Kashmir Railway Surveys	9,495	25,654	35,149
Zhob Valley Survey	58	40,148	40,206
Frontier Railway Surveys	4,594	6,766‡	11,360
Peshawar-Dhakka Survey	...	4,645	4,645
Abt Material and Engine Suspense Account ...	−200	43,410	43,210
Bolan Permanent Line Survey	...	15,487	15,487
Khattan-Baber Kach Railway Survey	...	2,160	2,160
Mianwali-Khusulgarh Survey	...	6,257	6,257
Kuch-Quetta Survey	...	1,815	1,815
Peshawar-Jamrood Survey	...	613	613
Kotri-Kurrachee Survey	25	...	25
Dera Ismail Khan-Murtaza Survey	1,903	...	1,903
Delhi-Minchinabad Survey	3,459	...	3,459
Umballa-Patiala Survey	344	...	344
Kotri-Rohri Survey	19	...	19
Indus Valley Eastern Extension Survey (project abandoned)	...	7,025	7,025
	27,207	178,137	205,344
VII.—Madras ... Kurnool Branch Survey	501	159	660
South Indian Railway Extension Survey ...	...	1,045	1,045
Tinnevelly-Quilon Survey	...	425	425
	501	1,629	2,130
VIII.—Bombay ... Nuseerabad-Kekri Survey	130	72	202
Aden Railway Survey	...	635	635
Mehsana-Viramgam (land)	...	2,316	2,316
Anand-Petlad (land)	...	3,593	3,593
Bhavnagar-Gondal Railway (land)	...	2,633	2,633
Karwar-Hubli Survey (project abandoned) ...	...	56,887	56,887
Palanpur Deesa Survey	...	... §	...
	130	66,136	66,266
Total Imperial ...	−10,860	903,814	892,954
Provincial.			
I.—Burma ... Bassein-Henzada Survey	...	2,330	2,330
II.—Bengal ... Share of Secretariat Establishment	...	64,129	64,129
Western Bengal Railway Survey	...	7,519	7,519
Sakri-Joynuggur Survey	...	325	325
Mozufferpore-Sitamarhi Survey	...	2,111	2,111
Rungpore-Dhubri Survey	...	5,262†	5,262
Tarkessur Survey	...	1,723	1,723
Howrah-Ampta Survey	...	510	510
	...	81,579	81,579
Carried over ...	...	88,909	88,909

* See also Provincial.

† Expenditure from 1887-88 classified under Imperial.

	Rx.	Rx.
Outlay to end of 1891-92	26,566‡	196§
Less—Amount brought on to Construction Account	19,800	196
	6,766	...

SCHEDULE E—*concluded.*

41.—Miscellaneous Railway Expenditure—*concluded.*

Statement of Outlay for, and to the end of, the year 1892-93—concluded.

	Surveys, etc.	Outlay for the year 1892-93.	Outlay to end of previous year.	Outlay to end of 1892-93.
		Rx.	Rx.	Rx.
	Brought forward ...	...	83,909	83,909
	Provincial—*contd.*			
III.—North-Western Provinces and Oudh.	Lucknow-Rae Bareli Survey	...	...	...
	Hardwar-Dehra Dun Survey	...	777	777
	Cawnpore-Kalpi Survey	...	2,590	2,590
	Rae Bareli-Benares Survey	...	2,042	2,042
	Sitapur-Pilibhit Survey	...	2,298	2,298
	Mau-Ranipur Survey	...	7,192	7,192
	Moradabad Survey	...	1,948	1,948
	Gonda Survey	...	2,611	2,611
	Jaunpore Survey	...	3,348	3,348
	Gorakhpore Survey	...	4,272	4,272
		...	27,078	27,078
IV.—Punjab ...	Bhatinda-Bewalpore Survey	...	3,816	3,816
	Jullundur-Hoshiarpur Survey	...	47	47
	†Umballa-Kalka-Simla Survey	...	202	4,202
	Rawalpindi-Murree Survey	...	649	2,649
	Rajpura-Patiala (Bhatinda Extension) (land)...	...	813	813
		...	11,527	11,527
V.—Madras ...	Bezváda-Masulipatam Survey	...	815	815
	Nanjangod-Gudalur Survey	...	420	420
	Nellore-Guntoor Survey	...	1,783	1,783
	Madras Gudur Survey	...	955	955
	Palghât-Kurapatam Survey	...	1,286	1,286
	Palghât-Dindigul Survey	...	1,631	1,631
	Madura-Pamban Survey	...	2,748	2,748
	Porto Novo-Salem Survey	...	3,298	3,298
	Beypore-Calicut Survey	...	1,191	1,191
	Registration of Road Traffic	...	1,464	1,464
		...	15,591	15,591
VI.—Bombay ...	Ahmedabad-Prantij Survey	...	273	273
	Nadiad-Kapadvanj Survey	...	215	215
	Bombay Provincial Surveys	...	10,033	10,033
		...	10,521	10,521
	Total Provincial ...	...	148,626	148,626
	GRAND TOTAL ...	—10,860	1,052,440	1,041,580

* Outlay to end of 1891-92 ... ... Rx. 4,625
Less—Amount brought on to Construction Account 4,625
... ...

† See also Imperial.

SCHEDULE F.

Statement of Capital Outlay for the year 1892-93.

Railways.	Block Head of Account.	Deduct—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	Deduct—Receipts on Capital Account.	Net Indian Outlay.	Deduct—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Expenditure.	Estimated Indian Expenditure. Budget.	Estimated Indian Expenditure. Revised.	Classification of Total Outlay. 34.—Construction of Protective Railways.	Classification of Total Outlay. 37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	Classification of Total Outlay. 48.—Capital Expenditure on State Railways not charged against Revenue.	Classification of Total Outlay. 50.—Capital charges involved in redemption of liabilities.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—India. Imperial. East Indian	661,694	...	—57,161	604,473	892	603,581	...	603,581	140,100	599,400	...	...	614,081	...
De. Jherria Extension...	234,468	...	...	234,468	...	234,468	...	234,468	100,000	190,000	...	...	234,468	...
Rajputana-Malwa	26,954	...	24,415	51,369	...	51,369	...	51,369	11,000	64,110	...	...	51,399	...
Holkar	1,609	...	...	1,609	...	1,609	...	1,609	2,000	1,800	...	...	1,609	...
Godhra-Rutlam... ...	406,851	...	227,323	633,674	825	632,849	...	632,849	450,000	580,000	...	...	633,349	...
Bhopal	35,539	...	—8,557	26,982	...	26,982	...	26,982	27,000	27,000	...	...	26,982	...
Palanpur-Deesa	18,533	...	...	18,533	(a) 7,296	11,237	...	11,237	27,000	12,000	...	...	11,237	...
Reserve	...	...	11,390	11,390	...	...	11,390	11,390	—387,300	—68,100	...	...	...	...
Secretary of State ...	...	...	15,943	15,943	48	—321,564	887,459	—321,564	...	—374,900	...	...	11,390	...
State Railway Stores Branch ...	...	...	...	...	...	...	...	...	—300,000	...	...	...	15,895	...
	1,365,118	...	213,353	1,568,471	8,061	1,241,561	348,849	1,590,410	102,800	1,041,200	...	1,590,410	...	...
Central Provinces. Wanza Colliery	—26,409	...	27,401	993	...	993	7,058	— 6,066	16,600	—6,200	...	...	992	...
Warilia Coal	649	...	...	649	...	649	...	649	1,500	700	...	...	649	...
Umaria Colliery	2,460	...	301	3,761	...	3,761	954	2,807	— 300	—1,400	...	...	3,761	...
Nagpur-Chhattisgarh Depreciation Account.	8,106	...	—33,679	—25,567	1	—25,568	...	—25,568	...	—11,500	...	...	—25,568	...
	—14,194	...	—5,971	—20,165	1	—20,166	8,012	—28,178	17,800	—18,400	...	...	—20,166	...
III.—Burma. Mu Valley	876,957	...	71,827	448,784	1,096	447,688	70,166	377,522	343,800	377,900	...	...	447,688	...
Carried over ...	1,748,881	...	279,209	2,027,090	9,158	2,017,932	427,027	1,590,905	464,400	1,400,800	...	...	2,017,932	...

(a) Contribution by Palanpur Durbar.

SCHEDULE F—*continued.*

Statement of Capital Outlay for the year 1892-93—continued.

Railways.	Final Heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Estimated Indian Expenditure.		Classification of Total Outlay.			
									Budget.	Revised.	34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital Expenditure on State Railways not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward ...	1,747,881	...	279,209	2,027,090	9,158	2,017,932	427,027	1,590,905	464,400	1,40 C,800	...	...	2,017,932	...
IV.—Assam (Assam-Bengal, Northern Section	−14,293	...	−33,644	−47,937	−61	−47,876	...	−47,876	240,000	−47,900	...	...	−47,876	...
IV.—Assam (" " (land)	14,223	...	8	14,231	...	14,231	...	14,231	...	18,000	...	...	14,231	...
	−70	...	−33,636	−33,706	−61	−33,645	...	−33,645	240,000	−29,900	...	...	−33,645	...
V.—Bengal (Eastern Bengal...	115,974	...	−26,396	89,578	82	89,496	85,116	4,380	77,900	49,700	...	...	89,496	...
V.—Bengal (" " Barsoe-Kissengunge branch	45,604	...	...	45,604	5	45,599	...	45,599	20,000	43,200	...	...	45,599	...
V.—Bengal (Patna-Gya	−435,011	...	...	−435,011	...	−435,011	...	−435,011	10,000	−435,000	...	...	−435,011	...
V.—Bengal (Tirhoot	97,175	...	27,601	124,776	−24	124,800	...	124,800	22,500	124,000	...	...	124,800	...
	−176,258	...	1,205	−175,053	63	−175,116	85,116	−260,232	130,400	−218,100	...	...	−175,116	...
VI.—North-Western Provinces and Oudh (Oudh and Rohilkhand... ...	16,455	...	−36,159	−19,704	1	−19,705	27,291	−46,996	−5,800	−60,300	...	...	−19,705	...
VI.—North-Western Provinces and Oudh (Cawnpore-Achnera	6,924	...	...	6,924	...	6,924	...	6,924	10,000	7,200	...	...	6,924	...
VI.—North-Western Provinces and Oudh (Lucknow-Rae Bareli-Benares...	81,627	...	45,184	126,811	2	126,809	42,080	84,729	156,400	104,700	...	...	126,809	...
VI.—North-Western Provinces and Oudh (Bareilly-Rampur-Moradabad ...	152,169	...	99,817	251,986	164	251,822	57,451	194,371	240,800	227,200	...	...	251,822	...
	257,175	...	108,842	366,017	167	365,850	126,822	239,028	401,400	278,800	...	...	365,850	...
VII.—Punjab (Bewari-Ferozepore ...	190	...	...	190	...	190	...	190	7,000	400	...	...	190	...
VII.—Punjab (North-Western	194,264	...	25,222	219,486	200	219,286	266,454	−47,168	−112,000	−48,800	...	...	219,286	...
VII.—Punjab (" " Gradient Improvements	167,181	...	58,766	225,947	...	225,947	61,212	164,735	220,000	142,100	...	...	225,947	...
Sind-Pishin, Petroleum Operations.	1,273	...	137	1,410	1	1,409	...	1,409	1,800	1,800	...	...	1,409	...
Frontier Railway Reserve ...	662	...	29,398	30,060	...	30,060	2,770	27,290	17,800	30,000	...	...	30,060	...
Peshawar Railway Reserve ...	...	...	1,026	1,026	...	1,026	...	1,026	350	1,000	...	...	1,026	...
Mari-Attock	182,944	...	28,225	211,169	72	211,097	15,518	195,579	234,000	190,000	...	...	211,097	...
Mushkaf-Bolan	315,652	...	−47,640	268,012	861	267,151	10,427	256,724	192,000	244,500	...	...	267,151	...
	862,166	...	95,134	957,300	1,134	956,166	356,381	599,785	561,000	561,000	...	...	956,166	...
VIII.—Madras (Guntakal-Dharmavaram ...	357,778	...	...	357,778	...	357,778	...	357,778	...	358,800	...	...	357,778	...
VIII.—Madras (Dharmavaram-Hindupur ...	151,840	...	−48,020	102,720	−11	102,731	...	102,731	150,000	100,000	...	...	102,731	...
VIII.—Madras (Bellary-Kistna	245	...	...	245	...	245	...	245	...	300	...	...	215	...
VIII.—Madras (South Indian	−226,853	...	24,239	−202,614	...	−202,614	...	−202,614	227,000	−164,200	...	...	−202,614	...
VIII.—Madras (Bezvada Extension ...	481	...	...	481	...	481	...	481	1,000	500	...	...	481	...
VIII.—Madras (East Coast	1,376,681	...	−141,028	1,235,653	2,035	1,233,618	...	1,233,618	1,088,100	1,248,900	984,469	201,225	47,924	...
	1,659,972	...	−165,709	1,494,263	2,024	1,492,239	...	1,492,239	1,466,100	1,544,300	984,469	201,225	306,545	...
VIII.—Bombay . Dhond and Manmad .	9,061	...	−6,593	3,068	...	3,068	...	3,068	7,000	3,800	...	...	3,068	...
Total Imperial .	4,360,527	...	278,452	4,638,979	12,485	4,626,494	995,346	3,631,148	3,270,300	3,540,700	984,469	201,225	3,440,800	...
Provincial.														
I.—Burma (Burma ...	31,628	...	−8,571	23,257	...	23,257	39,327	−16,070	−8,600	−10,000	...	...	23,257	...
I.—Burma (Meiktila Branch ...	27,620	...	...	27,620	...	27,620	...	27,620	6,900	26,900	...	...	27,620	...
	59,248	...	−8,371	50,877	...	50,877	39,327	11,550	−1,700	16,900	...	...	50,877	...
II.—Assam (Jorhat	3,962	...	−230	3,732	...	3,732	...	3,732	3,900	3,000	...	3,732	...	...
II.—Assam (Cherra-Companygunge ...	495	...	...	495	48	447	...	447	1,300	600	...	447	...	...
	4,457	...	−230	4,227	48	4,179	...	4,179	5,200	3,600	...	4,179	...	...
III.—Bengal . Nalhati	−33,650	...	−3,632	−37,282	−804	−36,478	...	−36,478	−35,600	−36,500	...	...	−36,478	...
VI.—Madras . Mayavaram-Mutupet .	59,856	...	31,848	91,704	−198	91,902	...	91,902	155,000	87,500	...	91,902	...	...
VII.—Bombay . Hyderabad-Umarkot .	42,484	...	−300	42,184	3	42,181	...	42,181	23,000	43,300	...	42,181	...	...
Total Provincial .	132,393	...	19,315	151,710	−951	152,661	39,327	113,334	145,900	114,800	...	138,262	14,399	...
GRAND TOTAL .	4,492,922	...	297,767	4,790,689	11,534	4,779,155	1,034,673	3,744,482	3,416,200	3,655,500	984,469	339,487	3,455,199	...

SCHEDULE G.

Statement of Net Capital Outlay from commencement of operations to end of the official year 1892-93.

Railway.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian outlay.	Classification of Total Outlay. 34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital expenditure on State Railways not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.
Imperial.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—India: East Indian	15,363,689	848,751	482,149	14,997,087	151,736	14,845,351	12,160,923	2,684,428	...	...	...	...
„ Jherria Extension	234,468	...	...	234,468	...	234,468	...	234,468	...	...	...	...
Rajputana-Malwa	8,907,571	...	425,123	9,332,694	16,332	9,316,362	2,379,318	6,937,044	...	...	...	...
Holkar	1,310,359	...	...	1,310,359	4,095	1,306,264	341,468	964,796	...	...	...	...
Godhra-Rutlam	651,943	...	272,715	924,658	405	924,253	...	924,253	...	...	...	...
Palanpur-Deesa	18,729	...	...	18,729	(a)7,296	(b)11,433	...	11,433	...	...	...	...
Bhopal	195,016	...	...	195,016	411	194,605	...	194,605	...	...	...	...
Secretary of State	...	...	102,153	102,153	...	102,153	102,153	...	...	...	...	...
State Railway Stores Branch	2,596	...	54,037	56,633	251	56,382	2,761,797	—2,705,415	...	...	...	...
	26,664,371	848,751	1,336,177	27,171,797	180,526	26,991,271	17,745,659	9,245,612	...	...	...	...
II.—Central Provinces: Warora Colliery	134,474	...	22,141	156,615	181	156,434	59,259	97,175	...	...	...	...
Wardha Coal	502,823	...	...	502,823	4,054	498,769	94,784	403,985	...	...	...	...
Umaria-Colliery	96,358	...	7,422	103,780	10	103,770	20,131	83,639	...	...	...	...
Nagpur-Chhattisgarh Depreciation Account	35,704	...	14,027	49,731	1	49,730	...	49,730	...	...	...	...
Bilaspur-Etawah	7,515	...	...	7,515	1	7,514	...	7,514	...	...	...	...
	776,874	...	43,590	820,464	4,247	816,217	174,174	642,043		...	...	...
III.—Burma: Mu Valley	1,346,162	...	185,140	1,531,302	2,569	1,528,733	285,441	1,243,292	...	...	...	...
IV.—Assam: Assam-Bengal (land)	14,223	...	8	14,231	...	14,231	...	14,231	...	...	...	...
V.—Bengal: Eastern Bengal	8,328,804	72,788	194,740	8,450,756	51,771	8,398,985	3,567,971	4,831,014	...	...	...	...
„ „ Barsoe-Kisseingunge Branch	133,024	...	...	133,024	5	133,019	...	133,019	...	...	...	...
Tirhoot	2,454,155	...	(c)40,877	2,495,032	9,129	2,485,903	479,385	2,006,518	...	...	...	...
Ranaghat-Bhugwangola	30,271	...	-A	30,271	27	30,244	...	30,244	...	...	...	...
	10,946,254	72,788	235,617	11,109,083	60,932	11,048,151	4,047,356	7,000,795	...	...	...	...

* Rx. 126,160 expenditure in England on account of the Nalhati and Patna-Gya Railways.

Railway.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian outlay.	34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital expenditure on State Railways not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.
VI.—North-Western Provinces and Oudh: Oudh and Rohilkhand	10,489,146	330,205	185,349	10,344,161	2	10,344,159	10,505,034	—160,875	...	...	...	...
Cawnpore-Achnera	1,161,170	...	...	1,161,170	6,231	1,154,939	114,109	1,040,830	...	...	...	...
Lucknow-Rae Bareli-Benares	109,295	...	54,004	163,299	10	(d) 163,289	42,080	121,209	...	...	...	...
Bareilly-Rampur-Moradabad	170,578	...	100,056	270,634	186	270,448	57,451	212,997	...	...	...	...
Lucknow-Bareilly	513,094	...	...	513,094	980	512,114	16,942	495,172	...	...	...	...
	12,443,283	330,205	339,280	12,452,358	7,409	12,444,949	10,735,616	1,709,333	...	...	...	...
VII.—Punjab: Rewari-Ferozepore	1,281,999	...	...	1,281,999	947	1,281,052	...	1,281,052	...	...	...	...
North-Western	34,640,856	483,665	1,064,271	35,221,462	250,110	34,971,352	12,540,418	22,430,934	...	...	...	...
„ „ Gradient Improvements	433,187	...	58,766	491,953	...	491,953	61,212	430,741	...	...	...	...
Sind-Pishin Petroleum Operations	10,556	...	3,526	14,383	1	14,381	7,992	6,389	...	...	...	...
Frontier Railway Reserve	2,455	...	(e) 419,493	421,948	...	421,948	364,227	57,721	...	...	...	...
Peshawar Railway Reserve	...	...	36,776	36,776	...	36,776	...	36,776	...	...	...	...
Mari-Attock	259,000	...	40,083	299,083	72	(f) 299,011	16,655	282,356	...	...	...	...
Mushkaf-Bolan	406,144	...	47,158	452,302	1,119	451,183	12,795	438,388	...	...	...	...
	37,033,497	483,665	1,670,073	38,219,905	252,249	37,967,656	13,003,299	24,964,357	...	...	...	...
VIII.—Madras: Guntakal-Dharmavaram	357,778	...	...	357,778	...	357,778	...	357,778	...	...	...	...
Dharmavaram-Hindupur	217,193	...	908	218,101	...	218,101	...	218,101	...	...	...	...
Bellary-Kistna	1,336,820	...	322,934	1,659,754	2,001	1,657,753	151,443	1,506,310	...	...	...	...
South Indian	7,205,943	386,517	390,904	7,210,330	...	7,210,330	5,364,149	1,846,181	...	...	...	...
Beavada Extension	142,378	...	...	142,378	225	142,153	30,985	111,168	...	...	...	...
East Coast	2,469,566	...	387,308	2,856,874	2,771	2,854,103	73,351	2,780,752	...	...	...	...
Vizagapatam-Raipur	24,505	...	...	24,505	1	24,504	...	24,504	...	...	...	...
	11,754,183	386,517	1,102,054	12,469,720	4,998	12,464,722	5,619,928	6,844,794	...	...	...	...
IX.—Bombay: Dhond and Manmad	1,110,118	...	158	1,110,276	1,572	1,108,704	435,744	672,960	...	...	...	...
Southern Mahratta	61,476	...	13,262	74,738	22,031	(g) 52,707	...	52,707	...	...	...	...
	1,171,594	...	13,420	1,185,014	23,603	1,161,411	435,744	725,667	...	...	...	...
Total Imperial	103,170,441	2,121,926	4,925,359	104,973,874	536,533	104,437,341	52,047,217	52,390,124	4,403,243	5,921,584	60,559,063	33,553,451

(a) Contribution by Palanpur Durbar.
(b) Includes Rx. 196 transferred from 41—Imperial.

(c) Suspense accounts up to end of 1892-93 . . . . . Rx. 84,634
Less—Value of stores in hands of Bengal and North-Western Railway Company on 1st July 1890 43,757
40,877

(d) Includes Rx. 4,625 transferred from 41—Provincial.
(e) „ „ 9,884 shown in Finance and Revenue Accounts of the Government of India as exchange on expenditure in England.
(f) „ „ 9,800 „ 41—Imperial.
(g) Depreciation of works.

SCHEDULE G—*continued.*

Statement of Net Capital Outlay from commencement of operations to end of the official year 1892-93—continued.

Railways.	Final heads of Account.	*Deduct*—Value of stores received from Guaranteed Companies on purchase of lines by the State.	Suspense Accounts.	Grand Total.	*Deduct*—Receipts on Capital Account.	Net Expenditure.	*Deduct*—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	Classification of Total Outlay. 34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital expenditure on State Railways not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
PROVINCIAL.												
I.—BURMA { Burma	5,168,520	...	102,194	5,270,714	17,100	5,253,614	1,278,347	3,975,267	...	...	...	...
I.—BURMA { Meiktila Branch	28,831	...	...	28,831	...	28,831	...	28,831	...	...	...	...
	5,197,351	...	102,194	5,299,545	17,100	5,282,445	1,278,347	4,004,098	...	...	...	...
II.—ASSAM { Jorhat	77,453	...	1,758	79,211	313	78,899	...	78,899	...	...	...	...
II.—ASSAM { Cherra-Companygunge	78,049	...	...	78,049	219	77,830	...	77,830	...	...	...	...
	155,502	...	1,758	157,260	531	156,729	...	156,729	...	...	...	...
VI.—MADRAS Mayavaram-Mutupet	92,280	...	70,896	163,176	...	163,176	...	163,176	...	...	...	...
VII.—Bombay Hyderabad-Umarkot	163,004	...	42	163,046	4	163,042	...	163,042	...	...	...	...
TOTAL PROVINCIAL	5,608,137	...	174,890	5,783,027	17,635	5,765,392	1,278,347	4,487,045	...	482,947	5,282,445	...
GRAND TOTAL	107,778,578	2,121,926	5,100,249	110,756,901	554,168	110,202,733	53,325,564	56,877,169	4,403,243	6,404,531	65,841,508	33,553,451

SCHEDULE H.

Statement showing expenditure on lines not opened for traffic on 31st March 1893, on stores in reserve, and on abandoned projects, etc. (vide *para. 12*).

	Expenditure to 31st March 1893.
	Rx.
Lines under Construction—	
East Indian—Jherria Extension	234,468
Godhra-Rutlam	924,253
Palanpur-Deesa	11,433
Mu Valley (unopen section)	477,338
Meiktila Branch	28,831
Assam-Bengal (Land)	14,231
Barsoe-Kissengunge	133,019
Lucknow-Rae Bareli-Benares	163,289
Bareilly-Rampur-Moradabad	270,448
Mari-Attock	299,011
Mushkaf-Bolan	451,183
Guntakal-Hindupur	575,879
Mayavaram-Mutupet	163,176
East Coast	2,854,103
Assam-Bengal (outlay by Company's agency)	545,094
Stores in Reserve—	
Peshawar Railway Reserve	36,776
Frontier Railways Reserve	421,948
At Ports and in transit	158,535
Projects in abeyance—	
Bilaspur-Etawa (Kutni-Etawa Survey)	7,514
Ranaghat-Bhugwangola	30,244
Vizagapatam-Raipur	24,504
Other items—	
Petroleum Operations	14,381
Nagpur-Chhattisgarh Depreciation Account	49,730
Southern Mahratta (Depreciation on works)	52,707
TOTAL	7,942,095

SCHEDULE I.

Statements showing the Financial Results to the State of lines in the hands of Companies other than the old Guaranteed Railways.

BENGAL CENTRAL RAILWAY.

YEARS.	GUARANTEED INTEREST PAID IN ENGLAND.					Net Traffic receipts accruing to Government (*b*).	Net loss to the State (*a*—*b*).
	Sterling payments.	*Deduct*—Repayments by Company to the Secretary of State in England.	Net charge to State.	Rate of exchange.	Equivalent in Indian currency expressed in Rx. (*a*).		
	£	£	£	*s.* *d.*	Rx.	Rx.	Rx.
1881-82	4,301	2,290	2,011	1 7·895	2,426	...	2,426
1882-83	13,320	3,680	9,640	1 7·522	11,851	...	11,851
1883-84	24,003	2,645	21,358	1 7·536	26,238	...	26,238
1884-85	29,675	202	29,473	1 7·308	36,635	...	36,635
1885-86	24,802	...	24,802	1 6·2541241	32,609	—584	33,193
1886-87	31,448	...	31,448	1 5·44103006	43,275	—8,776	52,051
1887-88	32,542	...	32,542	1 4·89891317	46,217	7,926	38,291
1888-89	35,625	...	35,625	1 4·3790907	52,201	21,242	30,959
1889-90	34,709	35	34,674*	1 4·56598718	50,234	27,343	22,891
1890-91	33,750	...	33,750	1 6·08930408	44,778	24,785	19,993
1891-92	33,750	...	33,750	1 4·73333812	48,406	19,109	29,297
1892-93	33,750	...	33,750	1 2·98477785	54,055	24,198	29,857
TOTAL ...	331,675	8,852	322,823	...	448,925	115,243	333,682

*The Finance and Revenue Accounts of the Government of India show the net charge only, and do not exhibit any amount under repayments.

BENGAL NAGPUR RAILWAY.

YEAR.	GUARANTEED INTEREST.				Total payments in England and India expressed in Rx. (*a*).	Net Traffic receipts accruing to Government (*b*).	Loss to the State (*a*—*b*).
	Amount paid in India.	AMOUNT PAID IN ENGLAND.					
		Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.			
	Rx.	£	*s.* *d.*	Rx.	Rx.	Rx.	Rx.
1887-88	...	82,563	1 4·89891317	117,357	117,357	50,716	66,641
1888-89	19,415	161,393	1 4·3790907	236,340	255,755	36,459	219,296
1889-90	19,415	190,091	1 4·56598718	275,395	294,810	70,981	223,829
1890-91	19,415	228,570	1 6·08930408	308,256	322,671	84,510	238,161
1891-92	19,415	249,250	1 4·73333812	357,490	376,905	334,280	42,625
1892-93	19,415	252,500	1 2·98477785	404,410	423,825	293,578	130,247
TOTAL .	97,075	1,164,267	...	1,694,148	1,791,223	870,524	920,699

INDIAN MIDLAND RAILWAY.

1885-86	...	22,263	1 6·2541241	29,271	29,271	...	29,271
1886-87	...	110,323	1 5·44103006	151,811	151,811	1,035	150,776
1887-88	...	118,252	1 4·89891317	167,943	167,943	10,465	157,478
1888-89	...	170,293	1 4·3790907	249,528	249,528	38,642	210,886
1889-90	2,049†	218,654	1 4·56598718	316,776	318,824	80,644	238,180
1890-91	...	242,661	1 6·08930408	321,951	321,951	77,763	244,189
1891-92	...	249,268	1 4·73333812	357,516	357,516	168,457	189,059
1892-93	...	253,441	1 2·98477785	405,918	405,918	152,268	253,650
TOTAL .	2,049	1,385,155	...	2,000,713	2,002,762	529,273	1,473,489

† Interest on overdrawn capital.

SCHEDULE I—*continued.*

SOUTHERN MAHRATTA RAILWAY.

YEAR.	GUARANTEED INTEREST.				Net Traffic receipts accruing to Government (*b*).	Loss to the State (*a*—*b*).
	Amount paid in India.	AMOUNT PAID IN ENGLAND.		Total payments in England and India (*a*).		
		Sterling payments.	Rate of exchange. Equivalent in Indian currency expressed in Rx.			
	Rx.	£	*s.* *d.* Rx.	Rx.	Rx.	Rx.
1882-83	32,950	...	... ...	32,950	...	32,950
1883-84	85,396	...	... ...	85,396	—95	85,491
1884-85	118,170	...	... ...	118,170	61	118,109
1885-86	289	148,821	1 6·2541241 195,665	195,954	21,515	174,439
1886-87	347	153,869	1 5·44103006 211,722	212,069	56,721	155,348
1887-88	378	187,579	1 4·89891317 266,402	266,780	104,285	162,495
1888-89	288	219,271	1 4·3790907 321,296	321,584	100,842	220,742
1889-90	...	231,660	1 4·56598718 335,618	335,618	76,605	259,013
1890-91	...	239,122	1 6·08930408 317,255	317,255	120,420	196,835
1891-92	...	229,410	1 4·73333812 329,034	329,034	126,307	202,727
1892-93	...	220,704	1 2·98477785 353,485	353,485	139,407	214,078
TOTAL ...	237,818	1,630,427	... 2,330,477	2,568,295	746,068	1,822,227

MYSORE STATE RAILWAY.

1886-87	...	48,000	1 5·44103006	66,051	66,051	17,258	48,793
1887-88	...	48,000	1 4·89891317	68,170	68,170	9,055	59,115
1888-89	...	48,000	1 4·3790907	70,384	70,384	11,270	59,064
1889-90	...	48,000	1 4·56598718	69,540	69,540	10,558	58,982
1890-91	...	48,000	1 6·08930408	63,684	63,684	26,322	37,362
1891-92	...	48,000	1 4·73333812	68,845	68,845	31,423	37,422
1892-93	...	48,000	1 2·98477785	76,878	76,878	52,413	24,465
TOTAL ...	...	336,000	...	463,502	463,502	158,299	325,203

The difference between the net receipts and interest on the actual Capital expenditure incurred on the line is recovered from the Mysore Durbar, and the balance, representing interest on the unexpended balance of capital retained in its hands, is borne by the State. The amounts so recovered from the Mysore Durbar are as follows:—

	Rx.
1886-87	1,584
1887-88	24,764
1888-89	42,768
1889-90	49,012
1890-91	30,505
1891-92	31,567
1892-93	17,883

and deducting these amounts from the net charge for interest shown in the last column of the preceding statement, the balance will represent the charge borne by Government, as shown below—

	Rx.
1886-87	47,209
1887-88	34,351
1888-89	16,296
1889-90	9,970
1890-91	6,857
1891-92	5,855
1892-93	6,582
	127,120

SCHEDULE I—*concluded.*

LUCKNOW-BAREILLY.

	Interest.				Net Receipts.	Net charge to the State.
	On outlay incurred by Government prior to transfer to Company.	On Company's Capital.	On advances by Government.	Total.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1890-91* . . .	5,279†	‡	‡	5,279	2,928	2,351
1891-92 . . .	20,438	3,928	3,511	27,877	23,205	4,672
1892-93 . . .	20,485	7,529	3,164	31,178	26,755	4,423
	46,202	11,457	6,675	64,334	52,888	11,446

* From 1st January to 31st March 1891.

† One-fourth of interest charged for the year.

‡ Interest charged to Capital during construction.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 9th, 1894.

General Summary.—There have been no large or important changes in the pressure distribution during the past week. Its main feature was a trough of low pressure extending from the Punjab to Chota Nagpur, in which pressure was in largest defect in the Punjab extremity. This has been persistent throughout the week, the pressure changes from day to day making no material alteration in it. Winds have been fairly normal both in direction and intensity; but on the 9th they fell off unusually rapidly at the head of the Bay, indicating the possibility of the formation of a disturbance of some kind in the Bay area. Humidity increased in the Peninsula, and towards the close of the week in the Central and North-Western Provinces and Central India.

Rain continued in Burma and was more general in Bengal. It was, however, not so large in amount or so general in Burma as it had been for some time past. Temperature decreased considerably in West Bengal and Bihar, but increased steadily in North-West India, and averaged 6° in excess of the normal in the Punjab and North-Western Provinces. Jacobabad registered 121·0°, the highest temperature reached this year, during the twenty-four hours ending at 8 A.M. on the 5th June; but, as the monsoon sea winds extended their influence further inland, the hottest area was after this transferred to the Punjab, where the highest maximum temperatures were recorded at the close of the week.

The main feature of interest, however, has been the setting in of the monsoon on the Malabar Coast. A feeble advance of monsoon winds occurred on the 3rd, giving showery weather to stations on the West Coast. Rain continued on the 4th and 5th, but it was not till the 6th that the monsoon fairly set in, with a fall of 6·54 inches at Calicut and 4·21 inches at Cochin. The monsoon current progressed slowly during the next twenty-four hours, and did not reach Ratnagiri till the day after, where it gave 6·37 inches of rain. Squally weather prevailed off the coast, and the area of disturbance moving in front of the monsoon current north-westwards across the north of the Arabian Sea diminished its flow into the Bombay Coast districts, where the rainfall fell off considerably in amount on the 9th. The heaviest showers on this day were 3·2 inches at Karwar and 3·1 inches at Goa.

Daily Summary.—*Sunday.*—The pressure changes were small, except in the Coromandel Coast districts, where pressure had increased briskly. Pressure was in excess in North Bombay and in considerable defect over nearly the whole of Northern India. Winds were less westerly than usual at the head of the Bay, and had increased in strength. They were light and unsteady in the Gangetic plain. Light rain had fallen in the West Coast districts, and light to moderate rain in Burma, Assam, and some parts of Bengal. Silchar received 2·8 inches, Moulmein 2·4 inches, Tavoy 2·09 inches, and Lashio 1·21 inches.

Monday.—Pressure had changed very irregularly, increasing slightly to briskly in Burma, North-Eastern India, and in parts of the Deccan, and falling slightly in South Madras and the West Punjab. Pressure was in considerable defect only in the Punjab and the North-Western Provinces. Easterly winds prevailed in the submontane districts of the North-Western Provinces, and further south were generally from the west. Temperature had increased in all provinces except Madras. Falls of rain exceeding one inch were registered at Moulmein, Chittagong, Raichur, and Nellore.

Tuseday.—Irregular changes of pressure continued, more especially in the Deccan and North-Western Provinces; but they were small in amount, and did not make any important alteration in the pressure distribution. Temperature had again increased in North-Western and Central India, and a maximum temperature of 121° was registered during the preceding twenty-four hours at Jacobabad. The air was generally damper in the Peninsula, and cloud was extending northwards and eastwards into Rajputana and Central India. Rain was more general in Southern India, and showers were received at the majority of stations in Burma, Bengal, and Assam. Akyab received 4·66 inches, Cochin 2·25 inches, and several other stations amounts exceeding one inch.

Wednesday.—Pressure had given way at most stations, but the changes were again irregular, differing considerably at neighbouring stations. Rain had fallen generally and in large amounts in Malabar, showing that the monsoon had commenced in that area. Calicut received 6·54 inches, Cochin 4·21 inches, and Trichinopoly 2·89 inches. Rain also fell in Burma, Bengal, and Assam, Akyab reporting 3·95 inches, Jalpaiguri 2·57 inches, and Sibsagar 2·16 inches.

Thursday.—Pressure had risen briskly in the Central Provinces and the South-West Punjab and had fallen briskly in North and Central Bengal, and slightly in the Konkan. A feeble disturbance and depression such as usually accompanies the advance of the monsoon current was advancing northwards off the West Coast. Winds were cyclonic in direction at Karwar and Ratnagiri. Winds were strong at Calicut and Mysore, but were generally weaker on the Malabar Coast, and were not as strong as they usually are on the break of the monsoon. Moderate to heavy rain had fallen in Malabar, Bengal, and Assam. Calicut reported 7·5 inches, Silchar 3·05 inches, Dhubri 2·86 inches, Mymensingh 2·3 inches, and Mangalore 1·98 inches.

Friday.—Pressure had changed by smaller amounts on the West Coast than it usually does on the advance of the monsoon in the Arabian sea, and continued to change very irregularly elsewhere. Pressure was in slight excess in Burma and North-Eastern India, in moderate defect in the Punjab, and normal in Southern India. Winds were increasing on the Konkan and Kathiawar Coast, and their directions indicated the existence of squally weather and disturbed conditions off the Konkan Coast. Temperature had increased rapidly in the North-Western Provinces, and was 5° in excess there and in the Punjab. It had fallen rapidly in Bengal. Monsoon rainfall had extended northwards as far as Ratnagiri, which had received 6·37 inches. Calicut, Mangalore, Karwar, Mormugao, and Goa had each received 3 inches. Heavy rain had fallen in Bengal and Assam, where Mymensingh reported a fall of 5·25 inches and Silchar 2·2 inches.

Saturday.—The changes of pressure on the West Coast indicated that the area of disturbed squally weather was passing to the north-westwards across the north of the Arabian Sea, which diminished the monsoon rainfall on the West Coast, only Karwar and Goa reporting falls slightly exceeding 3 inches. Pressure had increased all over India, and was largely in excess in West Bengal, Chota Nagpur, and the eastern districts of the Central Provinces, normal in Upper India, and in slight to moderate excess in the west and south of the Peninsula. Winds had fallen off in strength unusually rapidly at the head of the Bay. Temperature had again increased in the North-Western Provinces and the Punjab, where it was 6° in excess of the normal. Khushab registered the highest maximum temperature of the preceding twenty-four hours, *viz.*, 117·1°. Rain was more general in Burma and Bengal, but the falls were light to moderate in amount. Rangoon received 2·38 inches, Bogra 2·33 inches, and Dinajpur 2·24 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

Province.	June 1894.							Mean variation of week.
	3rd.	4th.	5th.	6th.	7th.	8th.	9th.	
	°	°	°	°	°	°	°	°
Burma	−1·6	−1·2	−0·4	−0·1	+0·4	+1·0	−0·6	−0·4
Bengal and Assam	+0·7	+1·8	−0·3	−0·1	+0·7	−1·8	−2·0	−0·1
North-Western Provinces and Oudh	+2·9	+4·4	+4·0	+2·6	+2·1	+4·6	+5·5	+3·7
Punjab	+1·7	+3·1	+5·0	+4·5	+5·0	+4·7	+5·8	+4·3
Bombay	+1·3	+2·0	+2·2	+1·2	+0·3	−0·7	−2·4	+0·6
Central Provinces and Berar	+4·2	+4·5	+3·1	+1·3	+0·3	+0·4	+1·1	+2·1
Central India and Gujarat	+2·2	+1·3	+2·6	+1·9	+0·8	+1·6	+0·1	+1·5
Sind and Rajputana	+2·1	+3·3	+3·6	+1·6	+1·7	+1·5	+2·4	+2·3
Madras	+2·3	+0·5	+0·6	+0·6	−1·3	−0·6	+1·1	+0·5
Mean for whole of India	+1·8	+2·2	+2·3	+1·5	+1·1	+1·2	+1·2	+1·6

The extension of rain in Bengal and the setting in of the monsoon on the West Coast reduced temperature considerably in Bengal, Bombay, and Madras, and the mean temperature of the week in those provinces and in Burma varied but little from the normal. Temperature was in moderate to considerable excess in the North-Western Provinces and the Punjab, and on the last day of the week averaged 6° in excess of the normal in that area. As the monsoon winds extended inland, temperature in the Central Provinces, Berar, Central India, Sind, and Rajputana decreased considerably, but the temperature of the last day of the week was markedly higher in all these provinces, probably due to the decline in the strength of the monsoon current on that day. The highest temperature recorded this year was at Jacobabad on the 5th, when the maximum temperature of the previous twenty-four hours rose to 121°. Very high day temperatures were recorded at many of the stations in the North-Western Provinces, Agra again registering 115° on the 9th, which was 8° higher than the normal temperature for the day.

The mean temperature of the whole of India was slightly to moderately in excess on every day of the week, the greatest excess being shown on the 4th and 5th. For the whole week it was 1·6° in excess of the normal.

Rainfall.—As will be seen from the table at the close, a new rainfall period, that of the south-west monsoon, commences this week. The variations from the normal of both the week and rainfall periods therefore correspond, and will be considered together.

The monsoon current which set in during the week on the West Coast has given heavy showers to Malabar, the Konkan, and the Bombay Deccan, but the average fall of the district in these areas during the week was not so large as the average fall in Tenasserim and Assam (Surma). The largest amounts received during the week at individual rain-gauge stations were reported from Tenasserim and Lower Burma, Assam (Surma), and Malabar. They are as follow:

Assam (*Surma*).—Cherra 24·70 inches, and Sylhet 19·77 inches.

Malabar.—Tellicherry 21·40 inches, Calicut 18·47 inches, Kárkala 14·84 inches, and Cottayam 11·83 inches.

Tenasserim and Lower Burma.—Pyapon 15·68 inches, and Thatón 13·08 inches.

The monsoon set in on the West Coast on the 6th June with a fall of 6·54 inches at Calicut, 4·21 inches at Cochin, and 2·89 inches at Trichinopoly. During the next twenty-four hours the only heavy fall reported was 7·5 inches at Calicut. By the morning of the 8th the monsoon had advanced northwards as far as Ratnagiri, where the rainfall amounted to 6·37 inches. Five other stations received over 3 inches. The monsoon current, which had been somewhat deficient in strength from the commencement, now fell off considerably, and the rainfall of the next day was comparatively small in amount.

Heavy rain fell in Tenasserim and at Akyab, but in Burma generally the rainfall of the week was smaller in amount and not so general in character. Rain extended in Bengal to Bihar, Chota Nagpur, and Orissa, and heavy rain fell in Cachar. Light showers fell in the North-Western Provinces, but, except in the submontane districts, where light rain was more general, the showers were chiefly local. No rain fell during the week in the whole of the Punjab (with the exception of a few very light showers in Gurgaon), in Sind, and West Rajputana.

Rainfall was in excess of the normal only in Tenasserim, Cachar, Northern Bengal, Eastern and Central Bengal, Chota Nagpur, North Bihar, the submontane districts of the North-Western Provinces, the Bombay Deccan, Gujarat, Madras East Coast (North), and Central Madras. In the great majority of divisions it was hence in defect, the greatest absolute defect being in Arakan, where only 4·95 inches were received instead of the normal amount of 12·30 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending June 9th, 1894.			Rainfall data from June 3rd to June 9th, 1894.		
		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, June 3rd to June 9th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	10·32	9·42	+ 0·90	10·32	9·42	+ 10
	Lower Burma	3·93	4·50	— 0·57	3·93	4·50	— 13
	Central Burma	2·38	4·06	— 1·68	2·38	4·06	— 41
	Upper Burma	1·18	?	?	1·18	?	?
	Arakan	4·95	12·30	— 7·35	4·95	12·30	— 60
Bengal and Assam	Eastern Bengal	4·87	4·43	+ 0·44	4·87	4·43	+ 10
	Assam (Surma)	12·18	7·33	+ 4·85	12·18	7·33	+ 66
	Do. (Brahmaputra)	3·04	3·52	— 0·48	3·04	3·52	— 14
	Deltaic Bengal	2·21	2·39	— 0·18	2·21	2·39	— 8
	Central Bengal	2·52	1·92	+ 0·60	2·52	1·92	+ 31
	North Bengal	5·41	4·55	+ 0·86	5·41	4·55	+ 19
	Orissa	0·59	1·15	— 0·56	0·59	1·15	— 49
	Chota Nagpur	1·05	1·02	+ 0·03	1·05	1·02	+ 3
	Bihar (South)	0	0·39	— 0·39	0	0·39	— 100
	Do. (North)	1·11	0·87	+ 0·24	1·11	0·87	+ 28
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·21	— 0·21	0	0·21	— 100
	Do. (Submontane) (*a*)	0·45	0·38	+ 0·07	0·45	0·38	+ 18
	Oudh (South)	0	0·22	— 0·22	0	0·22	— 100
	Do. (North)	0·11	0·36	— 0·25	0·11	0·36	— 69
	North-Western Provinces (Central).	0·07	0·18	— 0·11	0·07	0·18	— 61
	North-Western Provinces (West).	0·01	0·18	— 0·17	0·01	0·18	— 94
	North-Western Provinces (Submontane) (*b*)	0·08	0·45	— 0·37	0·08	0·45	— 82
Punjab	Punjab (South)	0	0·20	— 0·20	0	0·20	— 100
	Do. (Central)	0	0·22	— 0·22	0	0·22	— 100
	Do. (Submontane)	0	0·26	— 0·26	0	0·26	— 100
	Do. (Hill Districts)	0	0·89	— 0·89	0	0·89	— 100
	Do. (North-West)	0	0·18	— 0·18	0	0·18	— 100
	Do. (West)	0	0·07	— 0·07	0	0·07	— 100
Bombay and Malabar Coast Districts (Madras).	Malabar	9·33	10·03	— 0·70	9·33	10·03	— 7
	Madras (South Central)	0·84	1·20	— 0·36	0·84	1·20	— 30
	Coorg	2·63	6·23	— 3·60	2·63	6·23	— 58
	Mysore	0·85	1·24	— 0·39	0·85	1·24	— 31
	Konkan	4·31	5·62	— 1·31	4·31	5·62	— 23
	Bombay Deccan	1·87	1·67	+ 0·20	1·87	1·67	+ 12
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	1·44	1·46	— 0·02	1·44	1·46	— 1
Central Provinces and Berar.	Berar	0·92	1·84	— 0·92	0·92	1·84	— 50
	Central Provinces (West)	0·78	1·00	— 0·22	0·78	1·00	— 22
	Ditto (Central)	0·45	0·60	— 0·15	0·45	0·60	— 25
	Ditto (East)	0·65	0·91	— 0·26	0·65	0·91	— 29
Bombay (North)	Gujarat	0·63	0·49	+ 0·14	0·63	0·49	+ 29
	Kathiawar	0·03	0·21	— 0·18	0·03	0·21	— 86
	Sind	0	0·03	— 0·03	0	0·03	— 100
Rajputana and Central India.	Central India (East)	0·52	1·27	— 0·75	0·52	1·27	— 59
	Rajputana (East), Central India (West).	0·12	0·65	— 0·53	0·12	0·65	— 82
	Rajputana (West)	0	0·21	— 0·21	0	0·21	— 100
Madras	East Coast (North)	0·89	0·72	+ 0·17	0·89	0·72	+ 24
	Ditto (ditto) (*a*)	2·25	2·22	+ 0·03	2·25	2·22	+ 1
	Hyderabad (South)	0·72	0·88	— 0·16	0·72	0·88	— 18
	Madras (Central)	0·85	0·68	+ 0·17	0·85	0·68	+ 25
	East Coast (Central)	0·44	0·69	— 0·25	0·44	0·69	— 36
	Ditto (South)	0·49	0·59	— 0·10	0·49	0·59	— 17
	Madras (South)	0·09	0·31	— 0·22	0·09	0·31	— 71

SIMLA, *14th June 1894*.

W. A. BION,
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E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 9th June.*—Rainfall heavy on the West Coast, scattered showers in the Southern districts, and fair showers elsewhere. Ploughing and sowing proceeding in parts. Standing crops fair. Harvests still continue with fair outturn. Pasturage generally scarce, but fodder sufficient. Condition of cattle generally good. Prices continue at a high level with a slight rise in several districts.

Bombay.—*For week ending 13th June.*—Rain throughout the Presidency; more rain required in one district. Desert canal in Sind very low, causing anxiety to cultivators. Standing crops damaged by drought in part of one district; otherwise good. Preparation of lands for next season progressing in parts of seventeen and sowing in parts of thirteen districts. Agricultural stock poor in parts of three districts. Fodder insufficient in parts of two and water in parts of one district. Prices steady, except in parts of two districts. Numbers on relief works: Baroda, 935.

Bengal.—*For week ending 9th June.*—There was general rain during the week, except in Behar, where rain was confined to the districts north of the Ganges. Agricultural prospects are improved and cultivation is in progress, but more rain is required in South Behar, Orissa, and parts of Chota Nagpur. Prospects of early rice, jute, sugarcane, and other standing crops are favourable. Cattle are generally in good condition, and the supply of fodder and water is generally plentiful. Prices continue high in the Eastern districts; elsewhere they are normal. Distress continues to be felt in parts of the Brahmanbaria subdivision of the Tipperah district.

North-Western Provinces and Oudh.—*For week ending 13th June.*—Rain has fallen in all but four of the reporting districts. Irrigation of sugarcane and other crops continues. Extra crops doing well. Fields are being prepared for the summer crop sowings. Fodder and supplies sufficient. Prices generally low.

Punjab.—*For week ending 13th June.*—Rain has fallen in the Hissar district only. Harvesting and threshing of spring crops nearly over. Sowings of autumn crops in progress. Sugarcane and cotton crops are thriving in Sialkot. Condition of standing autumn crops average; extra spring crops are in good condition. Condition of cattle is generally reported good, and fodder is sufficient throughout the province. Prices rising in two districts and normal in four others; low elsewhere.

Central Provinces.—*For week ending 13th June.*—Rain fell throughout the provinces towards the end of the week, Khandwa and Saugor registering over 5 inches. Good falls in Damoh and the Satpura and Nagpur districts; lighter in the Nerbudda valley and Chhattisgarh. In Saugor the number on relief works, including municipal works, has doubled, standing now at 7,107, of whom, however, only 1,350 are men. In Damoh, the number has fallen to 1,700. No gratuitous relief. Saugor imported 51,400 maunds of grain and Damoh 14,200 maunds, of which 2,200 came by road from Saugor. Wheat has fallen again to 14 seers per rupee at Saugor, but has risen in Damoh to 11¼ seers. Gram is at 18 seers in Saugor and at 16 seers in Damoh, and rice at 10 and 11½ seers respectively. Prices remain stationary in the adjacent districts. Wheat selling at 15 seers in Jabalpur, at 13 seers in Narsinghpur, and at 16 seers in Hoshangabad, and gram

at 24, 24, and 22 seers respectively. Export of oilseeds from Southern districts is contracting. Prospects for the autumn crop generally favourable.

Burma.—*For week ending 9th June.*—Rainfall sufficient and general. In Lower Burma ploughing for main paddy crop progressing in the lower delta and the Tenasserim division. In Upper Burma reaping of dry-weather paddy approaching completion, and ploughing and sowing of early wet-weather paddy and sesamum are general. Agricultural prospects favourable. Fodder and water-supply abundant. Prices show slight upward tendency, but are below normal.

Assam.—*For week ending 12th June.*—Weather seasonable. Rain has done slight injury to crops in Kamrup. Sowing of late rice seedlings and ploughing for late rice continue. Tea backward in Cachar. Condition of cattle good, except in parts of Kamrup. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 13th June.*—MYSORE: Good rain in parts. Standing crops in good condition. Rice harvested in some districts. Prices fallen in two districts.

COORG: Rainfall good. Ploughing for rice continues. Sowing of *ragi* (*Eleusine coracana*) completed. Prospects of coffee and cardamom continue fair. Fodder and water for cattle ample. Prices continue normal.

Berar and Hyderabad.—*For week ending 13th June.*—BERAR: Rainfall good. Weather very warm and often cloudy. Ploughing for autumn sowings in progress. Water-supply inadequate in Melghat taluka, and scarcity of fodder still prevails in the Akola and Ellichpur districts. Prices fluctuating in parts of the Akola and Wun districts only.

HYDERABAD: Rainfall moderate. Reaping of hot-weather crops finished. Lands are being prepared for the sowing of autumn crops. Prices steady.

Central India.—*For week ending 13th June.*—Rain fell throughout Central India, except in Bundelkhand and some parts of Gwalior. Autumn operations have been started. Latest reports from the affected districts in Gwalior and Bhopal show that at present no acute distress prevails. Relief works have been commenced in Gwalior, and the Bhopal and other Durbars in the Bhopal Agency are doing what is necessary to reduce the consequences of the failure of the wheat crops. Cattle are in indifferent condition in parts of Gwalior. Pasturage fairly good and sufficient in all parts. Prices of food-grains rising above normal in parts of Gwalior and Bhopal, fluctuating in parts of Bhopawar, and normal in other Agencies.

Rajputana.—*For week ending 13th June.*—Rainfall good at Abu and Kishengurh; slight in other parts. Agricultural operations and cattle generally satisfactory. Pasturage or fodder sufficient, except in Karauli and Dholpur, where it is reported scarce. Prices rising in four States, fluctuating in three, falling in three, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 12th June.*—Weather fine. Spring crops in good condition. Water ample for irrigation. Reaping of rapeseed and rice sowings completed. Prices stationary.

JAMMU PROVINCE.—*For week ending 13th June.*—Slight rain. Weather stormy. Standing crops in fair condition. Fodder sufficient. Prices continue normal.

Nepal.—*For week ending 9th June.*—The first sowings of Indian-corn and rice have been partially saved by seasonable showers.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 3RD JUNE 1893, AND FROM 1ST JANUARY TO 2ND JUNE 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 3rd June 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 2nd June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st January to 3rd June 1893.	Earnings from 1st January to 2nd June 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	10,61,905	650	1,683	10,53,338	626	2,29,02,843	2,48,18,753	19,15,910	...
Bengal-Nágpur	180	863	1,38,431	160	862	1,24,171	144	35,05,770	38,05,077	2,09,307	...
Indian Midland	145	752	1,02,353	136	752	1,37,826	183	25,32,505	27,78,206	2,45,701	...
Bezwada Extension	96	21	1,969	94	21	2,157	103	45,835	44,950	...	885
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	4,81,909	284	1,719	5,50,330	320	1,13,55,798	1,23,95,825	10,40,027	...
South Indian	157	1,043	1,89,112	181	1,042	1,56,057	150	35,28,931	31,28,516	...	4,00,415
Southern Mahratta (*b*)	109	1,156	1,31,983	114	1,164	1,56,811	135	26,74,252	28,96,373	2,22,121	...
Bengal and North-Western (*c*)	162	756	1,18,232	156	756	1,33,460	177	27,70,735	27,30,032	...	40,203
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	15,045	67	215	14,302	67	3,56,304	4,43,283	86,979	...
Pálanpur-Deesa	...	...	...	...	17	1,110	65	...	17,999	17,999	...
TOTAL	272	8,147	22,40,939	275	8,231	23,29,562	283	4,97,62,473	5,30,59,014	32,96,541	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	229	2,509	5,52,058	220	2,507	6,14,437	245	1,25,48,943	1,40,09,650	14,60,707	...
Oudh and Rohilkhand (state)	272	692	1,83,104	265	741	1,89,429	256	42,29,761	46,47,233	4,17,472	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,67,021	215	813	1,96,050	241	42,71,539	50,58,939	7,87,400	...
Bengal Central (*e*)	120	125	14,243	114	125	14,970	120	3,37,754	3,36,908	...	846
East Coast (state)	55	91	4,332	48	266	28,622	108	(*f*)79,416	5,35,544	4,56,128	...
Metre gauge—											
Burma (state)	224	728	1,15,913	159	730	1,18,883	163	37,44,560	33,25,361	...	4,19,199
Special gauges—											
Jorhát (state provincial)	46	25	1,705	68	25	1,585	63	25,030	24,412	...	618
Cherra-Companyganj (state provincial)	58	8	292	37	8	499	62	10,755	10,462	...	293
TOTAL	231	4,955	10,38,668	210	5,215	11,64,475	223	2,52,47,738	2,70,48,309	27,00,771	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	610	1,490	8,67,487	582	1,490	7,74,959	520	1,00,01,702	2,03,86,557	...	5,15,145
Bombay, Baroda and Central India	765	461	4,16,891	904	461	4,22,000	915	80,34,807	82,30,580	1,95,773	...
Madras	242	840	2,28,583	272	840	2,10,343	250	44,70,457	42,77,275	...	2,02,182
TOTAL	525	2,791	15,12,961	542	2,791	14,07,302	504	3,31,15,966	3,28,94,412	...	5,21,554
TOTAL (GUARANTEED AND STATE)	304	15,893	47,92,568	302	16,237	49,01,339	302	10,84,26,177	11,39,01,935	54,75,758	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	23,222	144	161	20,086	125	5,16,241	6,12,207	95,966	...
Tarkessur	277	22	5,332	242	22	5,984	272	1,42,103	1,52,336	10,233	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	10,438	156	67	8,570	128	1,73,455	2,10,454	36,999	...
Dibru-Sadiya	126	78	11,129	143	78	8,949	115	2,26,403	2,28,576	8,173	...
Special gauge—											
Darjeeling-Himalayan	237	51	14,213	279	51	14,413	283	2,61,430	2,58,645	...	2,785
TOTAL	155	379	64,334	170	379	58,002	153	13,13,692	14,62,278	1,48,586	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	43,975	132	333	65,322	196	12,82,873	13,23,627	40,754	...
The Gaekwar's Petlad	103	13	1,632	126	13	1,510	116	31,040	31,314	274	...
Rájpura-Bhatinda	124	108	13,020	121	108	19,999	185	2,96,075	3,51,144	54,469	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	104	331	36,890	111	362	30,517	84	7,48,250	6,77,493	...	67,757
The Gaekwar's Mehsána	80	93	6,744	73	93	9,730	105	1,70,699	2,01,272	30,573	...
Kolhápur	83	29	2,842	98	29	2,228	77	53,284	59,632	6,348	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,909	82	72	6,220	86	1,37,120	1,33,520	...	3,600
TOTAL	125	979	1,11,012	113	1,010	1,35,526	134	27,16,941	27,78,002	61,061	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	64,526	193	334	43,463	130	11,27,923	10,13,143	...	1,14,780
Jetalsar-Rájkot	24	46	3,009	65	46	3,573	78	(*i*) 22,741	70,766	47,965	...
Jodhpur-Bickaneer	53	364	18,451	51	364	26,250	72	3,96,503	6,04,771	2,08,268	...
Special gauge—											
Morvi	70	94	8,025	85	94	9,212	98	1,42,188	1,53,865	11,677	...
TOTAL	93	838	94,011	112	838	82,498	98	16,89,355	18,42,485	1,53,130	...
GRAND TOTAL	282	18,089	50,61,925	280	18,464	51,77,365	280	11,41,46,165	11,99,84,700	58,38,535	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 3rd June 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 14th June, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. IX OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1893-94.	Week ending 3rd June 1893. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Week ending 2nd June 1894. Mean mileage worked.	Earnings. Total.	Per mile open per week.	Earnings from 1st April to 3rd June 1893.	Earnings from 1st April to 2nd June 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,634	10,61,905	650	1,683	10,53,338	626	97,41,506	1,02,70,280	5,28,774	...
Bengal-Nágpur	149	863	1,38,431	160	862	1,24,171	144	15,16,809	14,49,543	...	67,266
Indian Midland	132	752	1,02,353	136	752	1,37,826	183	10,89,056	12,24,057	1,35,001	...
Bezwada Extension	95	21	1,969	94	21	2,157	103	16,614	18,561	1,947	...
Metre gauge—											
Rajputana-Malwa (*a*)	261	1,699	4,81,909	284	1,719	5,50,330	320	49,04,573	55,41,406	6,36,833	...
South Indian	144	1,043	1,89,112	181	1,042	1,56,057	150	15,17,568	13,86,547	...	1,31,021
Southern Mahratta (*b*)	100	1,156	1,31,983	114	1,164	1,56,811	135	12,32,679	13,50,692	1,18,013	...
Bengal and North-Western (*c*)	132	756	1,18,232	156	756	1,33,460	177	12,13,483	12,78,733	65,250	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	15,045	67	215	14,302	67	1,46,716	1,80,297	33,581	...
Pálanpur-Deesa	41	...	...	...	17	1,110	65	...	7,859	7,859	...
TOTAL	250	8,147	22,40,939	275	8,231	23,29,562	283	2,13,79,004	2,27,07,975	15,28,971	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*d*)	232	2,509	5,52,058	220	2,507	6,14,437	245	50,90,933	57,63,568	6,72,635	...
Oudh and Rohilkhand (state)	242	692	1,83,104	265	741	1,89,429	256	18,64,264	20,27,038	1,62,774	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	777	1,67,021	215	813	1,96,050	241	16,69,629	18,68,226	1,98,597	...
Bengal Central (*e*)	120	125	14,243	114	125	14,970	120	1,34,514	1,30,071	1,557	...
East Coast (state)	66	91	4,332	48	266	28,622	108	(*f*)51,808	2,64,611	2,12,803	...
Metre gauge—											
Burma (state)	171	728	1,15,913	159	730	1,18,883	163	12,58,898	11,07,174	...	1,51,724
Special gauges—											
Jorhát (state provincial)	49	25	1,705	68	25	1,585	63	11,756	10,020	...	1,736
Cherra-Companyganj (state provincial)	54	8	292	37	8	499	62	4,305	4,491	126	...
TOTAL	225	4,955	10,38,668	210	5,215	11,64,475	223	1,00,86,167	1,11,81,199	10,95,032	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*g*)	510	1,490	8,67,487	582	1,490	7,74,959	520	93,38,933	81,35,234	...	12,00,699
Bombay, Baroda and Central India	638	461	4,10,891	904	461	4,22,000	915	39,72,035	39,78,582	6,547	...
Madras	238	840	2,28,583	272	840	2,10,343	250	18,31,206	17,48,650	...	82,556
TOTAL	449	2,791	15,12,961	542	2,791	14,07,302	504	1,51,39,174	1,38,62,466	...	12,76,708
TOTAL (GUARANTEED AND STATE)	277	15,893	47,92,568	302	16,237	49,01,339	302	4,66,04,345	4,77,51,640	11,47,295	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	150	161	23,222	144	161	20,086	125	2,35,282	2,90,706	55,424	...
Tarkessur	253	22	5,332	242	22	5,984	272	64,090	67,847	3,757	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	136	67	10,438	156	67	8,570	128	99,135	85,953	...	13,182
Dibru-Sadiya	130	78	11,129	143	78	8,949	115	97,653	90,110	...	7,543
Special gauge—											
Darjeeling Himalayan	238	51	14,213	279	51	14,413	283	1,27,173	1,26,603	...	570
TOTAL	161	379	64,334	170	379	58,002	153	6,23,333	6,01,219	37,886	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	43,975	132	333	65,322	196	5,31,228	5,96,121	64,893	...
The Gaekwar's Petlád	92	13	1,632	126	13	1,510	116	13,042	14,792	1,750	...
Rájpura-Bhatinda	129	108	13,020	121	108	19,999	185	1,37,650	1,54,160	16,510	...
Metre gauge—											
Southern Mahratta (Mysore section) (*h*)	95	331	36,890	111	362	30,517	84	3,01,474	2,86,188	...	15,286
The Gaekwar's Mehsána	75	93	6,744	73	93	9,730	105	76,607	81,693	5,086	...
Kolhápur	77	29	2,842	98	29	2,228	77	21,490	29,113	7,623	...
Special gauge—											
The Gaekwar's Dabhoi	67	72	5,909	82	72	6,220	86	64,514	60,797	...	3,717
TOTAL	115	979	1,11,012	113	1,010	1,35,526	134	11,46,005	12,22,864	76,859	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	64,526	193	334	43,463	130	5,52,421	4,88,828	...	93,593
Jetalsar-Rájkot	60	46	3,009	65	46	3,573	78	(*i*) 22,741	32,157	9,416	...
Jodhpur-Bickaneer	54	364	18,451	51	364	26,250	72	1,57,257	2,48,938	91,681	...
Special gauge—											
Morvi	67	94	8,025	85	94	9,212	98	62,306	68,446	6,140	...
TOTAL	81	838	94,011	112	838	82,498	98	7,94,725	8,08,369	13,644	...
GRAND TOTAL	257	18,089	50,61,925	280	18,464	51,77,365	280	4,91,68,408	5,04,44,092	12,75,684	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*e*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*f*) Total earnings of the Bezwada-Godávari section.
(*g*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*h*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*i*) Total earnings from 12th April to 3rd June 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 14th June, 1894.*

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SUPPLEMENT TO

The Gazette of India.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF MAY 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jawar 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	...	...	...	...	12 9	12 9	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	7 12	7 12	220 0	220 0	18 0	18 0
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	29 8	...	9 0	9 0	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	6 0	6 0	133 0	133 0	15 0	15 0
Thôngwa	...	...	...	...	9 1	9 1	11 3	11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	...	...	...	...	13 0	14 6	16 15	16 15	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	...	...	...	...	9 13	12 12	10 6	15 13	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	200 0	200 0	11 5	11 5
Tharrawaddy	...	...	...	...	13 7	13 7	18 8	18 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 12	8 12	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	11 1	14 15	11 1	14 15	...	...	...	...	...	...	...	...	9 8	9 8	...	...	5 12	5 12	188 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	12 14	14 5	14 12	18 15	...	...	...	...	...	...	...	...	17 0	13 3	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	16 2	16 2	18 9	18 9	...	...	...	...	...	...	...	...	13 10	13 10	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	13 6	14 14	...	...	14 0	14 0	15 5	14 8	19 9	...	...	...	...	...	...	...	15 1	16 0	26 9	...	8 10	8 10	245 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	13 13	15 3	...	...	13 3	13 3	13 13	13 3	26 1	26 1	...	...	...	...	...	...	14 12	14 12	26 15	26 15	10 13	10 10	83 0	83 0	15 2	15 2
Bamo	...	...	...	...	7 2	7 2	8 8	8 6	...	...	...	...	...	...	...	...	9 5	9 5	...	...	7 3	7 3	200 0	200 0	9 10	9 10
Pakôkku	...	...	...	...	11 9	10 10	13 0	12 8	36 0	36 0	...	...	...	...	...	...	19 8	19 8	...	...	5 9	5 9	113 0	113 0	14 3	12 10
Meiktila	...	...	...	...	15 0	16 1	16 4	17 3	...	...	...	...	...	...	...	...	21 15	21 15	51 4	51 4	5 12	5 13	361 13	361 13	10 12	10 2
Arakan—																										
Sandoway	...	...	...	...	14 6	13 8	16 0	17 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	28 0
Kyaukpyu	...	...	...	...	16 9	16 2	17 8	17 2	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	21 0	21 0
Akyab	...	...	...	...	12 8	12 8	15 8	15 8	...	...	...	...	...	...	...	...	9 8	9 8	...	...	8 8	8 8	200 0	200 0	13 0	13 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	8 5	8 12	9 10	9 10	...	...	...	...	...	...	...	...	13 6	14 8	...	...	...	...	...	...	9 12	9 8
Cachar	7 4	7 4	...	...	7 0	7 0	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	80 0	80 0	8 15	8 8
Khási and Jaintia Hills	6 4	6 4	...	...	4 4	4 4	5 8	5 8	...	...	...	...	...	...	...	...	8 4	8 4	11 0	11 0	...	...	80 0	70 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	10 0	10 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 8	6 8
Brahmaputra—																										
Goálpára	20 0	20 0	...	...	6 8	6 8	13 4	13 5	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	14 8	140 0	120 0	10 0	10 0
Kámrúp	8 0	8 0	...	...	9 0	8 8	11 0	12 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	40 0	40 0	10 0	10 0
Darrang	8 0	8 0	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	10 0	9 0
Nowgong	...	...	...	...	6 8	6 8	10 8	10 8	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	9 0	9 0
Lakhimpur	7 8	7 8	...	...	6 4	6 4	9 0	10 0	...	...	...	...	...	...	...	...	10 8	11 0	10 0	10 0	...	...	140 0	140 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0	4 0
Hill Tippera(*a*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	5 0	5 0	†	†	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	...	...	...	...
Eastern—																										
Backergunge	...	...	...	...	10 0	10 4	10 12	10 12	...	...	...	...	...	...	...	...	15 4	16 0	...	...	11 6	12 0	80 0	80 0	10 0	10 6
Noakhali	...	...	...	...	9 8	9 0	10 8	10 8	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	...	...	8 8	8 8
Chittagong	11 0	11 0	...	...	11 0	11 0	12 8	12 12	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	80 0	80 0	10 0	10 0
Tippera	10 0	10 0	...	...	9 0	9 0	10 0	10 8	...	...	...	...	...	...	...	...	14 0	15 0	...	...	6 0	6 0	...	...	8 0	8 0
Dacca	13 0	13 0	...	...	10 0	10 0	11 0	11 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	120 0	120 0	8 0	8 0
Mymensingh	9 8	9 8	...	...	10 0	9 0	11 0	10 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	8 0	8 0
Deltaic—																										
Khulna	...	...	...	...	11 0	10 0	12 8	12 0	...	...	...	...	...	...	...	...	12 0	11 8	...	...	11 0	10 8	160 0	160 0	9 0	9 0
24-Parganas	13 4	13 4	16 0	18 8	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	8 0	20 0	20 0	...	...	18 0	17 0	100 0	100 0	10 8	10 8
Midnapore	12 0	12 0	...	...	12 10	12 4	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	220 0	220 0	10 0	10 0
Howrah	...	...	...	...	10 0	10 0	12 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	12 8	12 0	105 0	105 0	10 0	10 0
Calcutta	13 0	13 5	17 12	17 8	7 8	7 9	10 2	10 4	17 12	17 13	16 0	16 0	...	...	6 15	6 15	17 4	17 4	21 0	21 0	16 6	16 13	94 0	94 0	11 6	11 6
Hooghly	14 6	14 6	20 8	20 8	8 0	9 12	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	10 0	10 0
Nadia (Krishnagar)	17 13	16 14½	22 13	20 13½	7 9	7 9	13 5	13 1	...	...	...	...	...	...	...	...	20 0	20 0	...	...	16 0	16 0	128 0	128 0	10 0	10 0
Jessore	12 4	12 4	...	20 0	10 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	18 0	120 0	120 0	9 2	10 0
Faridpur	18 4	17 0	19 0	18 0	7 4	7 0	12 4	12 4	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 0	10 0
Central—																										
Bankura	16 0	16 0	...	...	12 8	12 10	16 5	15 10	...	...	...	...	...	...	...	...	17 12	16 14	...	...	13 1	13 1	320 0	320 0	10 10½	10 10½
Burdwan	13 8	16 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	19 0	...	...	13 8	16 0	80 0	80 0	10 8	11 0
Birbhum	13 8	13 8	...	...	12 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	16 8	16 8	...	...	13 8	13 8	200 0	200 0	11 0	10 8
Murshidabad	16 0	16 0	...	...	10 0	10 0	13 0	13 4	...	...	...	...	...	...	...	...	19 0	20 0	...	...	19 0	19 0	200 0	200 0	10 8	10 8
Santhal Parganas	12 8	12 0	...	...	12 0	12 0	15 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	18 0	19 0	19 0	19 0	130 0	130 0	10 0	10 0
Pabna	20 4	18 12	23 4	22 8	6 2	6 0	12 6	12 6	...	...	...	...	...	...	...	...	18 0	16 0	...	...	18 12	20 0	200 0	200 0	9 12	9 12
Bogra	15 0	12 0	...	...	13 8	9 12	14 4	13 8	...	...	...	...	...	...	...	...	12 12	12 0	...	...	...	...	90 0	90 0	9 0	9 6
Rajshahi	16 8	17 4	24 0	24 0	11 4	12 0	12 6	12 12	...	...	...	...	...	...	...	...	19 8	21 12	...	...	20 6	21 8	240 0	240 0	9 0	9 0
Malda	16 0	16 0	...	19 0	10 0	10 0	15 0	15 0	...	...	16 0	...	...	...	13 0	13 0	16 0	17 0	...	25 0	13 0	13 0	100 0	100 0	9 0	9 8
Northern—																										
Rangpur	13 0	13 1	...	...	8 5	8 1	12 8	12 8	...	...	...	...	...	...	...	...	13 1	13 1	...	...	13 1	13 1	80 0	80 0	9 0	9 0
Dinajpur	14 6	13 12	20 0	20 0	12 0	11 8	14 6	13 10	...	...	...	...	...	...	...	...	13 3	14 5½	...	...	...	...	120 0	120 0	10 0	10 0
Jalpaiguri	13 0	13 0	13 0	15 0	8 8	9 0	13 0	13 8	...	...	...	...	...	...	...	...	15 0	14 0	...	...	10 0	10 0	160 0	160 0	9 0	9 0
Darjeeling	8 0	8 0	9 0	9 0	5 0	5 8	11 0	12 0	...	...	...	14 0	13 8	...	...	...	12 4	12 0	20 0	20 0	8 0	9 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	13 0	11 13	...	...	6 9	6 9	14 7	15 0	...	...	...	...	...	...	...	...	15 0	14 15	...	...	16 0	16 0	80 0	80 0	10 10	10 10
Cuttack	13 2	13 2	...	...	10 8	10 8	13 13	14 7	...	...	...	...	...	...	...	...	16 7*	16 7*	...	...	18 6	19 11	80 0	80 0	10 12	10 12
Balasore	14 0	14 0	8 0	8 0	12 0	12 0	17 0	17 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	130 0	130 0	10 0	10 0
Chota-Nagpur—																										
Singhbhum	14 0	14 0	12 0	12 0	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	16 0	16 0	100 0	100 0	8 0	8 0
Manbhum	13 8	14 0	16 0	20 0	10 8 to 11 8	10 8 to 11 0	14 8 to 16 0	14 8 to 16 0	...	...	...	...	...	...	...	...	16 0 to 17 0	16 0 to 17 0	24 0	24 0	18 0	17 0	...	...	10 0	10 0
Lohardaga	6 12 to 10 0	6 12 to 11 0	15 0	16 0	13 0 to 14 0	12 0 to 14 0	15 0 to 16 0	16 0	...	...	...	28 0	28 0	...	...	...	12 0 to 14 0	13 0 to 14 0	17 0	17 0	10 0 and 18 0	10 0 and 16 14	160 0	160 0	9 4	9 4
Palámau	13 8	14 10	...	...	11 4	11 4	14 1	14 10	...	...	...	...	...	...	...	...	17 7	18 0	...	...	18 0	...	...	...	8 7	8 7
Hazáribágh	12 8	12 8	16 0	16 0	8 0	8 0	14 8	14 0	...	...	...	23 8	24 0	...	...	...	16 0	16 0	16 0	16 0	16 0	16 0	240 0	240 0	9 0	9 0

* Kalai.

† Not procurable.

(*a*) Not stated.

RETAIL PRICES FOR THE 1st HALF OF MAY 1894—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, fine sort.		Rice, common.		Jawar 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.
Bihár, south—																										
Monghyr	16 13 to 17 13	16 13 to 17 14	22 0 to 23 1	23 1 to 24 2	9 8	8 6 to 10 8	13 9	13 10 to 14 11	...	18 14	...	...	...	...	13 9	13 10	21 10	21 0 to 22 1	23 1	19 15 to 21 0	16 13 to 17 14	21 0 to 22 1	126 0 to 168 0	126 0 to 168 0	10 8	10 8
Gaya	13 8	13 0	24 0	20 8	9 8	10 0	15 0	15 0	18 4	18 8	...	...	...	...	11 0	14 4	19 8	19 4	...	...	19 0	19 0	120 0	120 0	10 0	10 0
Patna	18 0 and 19 0	16 0 and 18 0	25 0	25 0	10 0	10 0	16 0	16 0	21 0	25 0	...	...	...	...	17 0	20 0	23 0	21 0	21 0	21 8	24 0	25 0	130 0	130 0	10 8	11 4
Shahabad	13 0	14 0	20 0	20 0	8 0	8 0	13 0 to 15 0	13 0 to 15 0	...	...	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	140 0	140 0	10 8	10 8
Bihár, north—																										
Purnea	20 0	21 0	...	...	12 8	12 0	16 0	15 0	...	...	...	...	...	...	...	...	18 0	20 0	...	...	16 0	...	320 0	320 0	10 0	...
Bhágalpur	16 6	16 6	22 11	22 11	13 4	13 4	15 12	16 2	...	...	...	...	...	...	...	...	19 9	20 3	20 3	20 3	17 4	17 11	138 0	138 0	10 0	10 1
Darbhanga	16 8	14 4	24 4	23 1	12 0	12 1	13 12	14 4	...	...	...	...	22 0	23 1	7 0	...	20 12	20 0	21 8	20 14	20 12	24 3	176 0	176 0	11 0	11 0
Muzaffarpur	15 8	13 8	22 0	20 0	8 0	7 8	14 0	12 8	...	...	...	...	...	...	...	...	21 8	18 0	18 0	21 0	21 0	21 0	160 0	160 0	10 8	11 0
Saran	15 4	14 8	21 12	21 0	11 0	11 0	13 8	13 0	...	...	...	...	...	20 0	16 0	16 0	21 0	21 0	19 12	19 0	21 0	23 0	160 0	160 0	10 4	10 4
Champaran	16 0	15 0	26 4	26 8	8 8	9 0	14 8	15 0	...	...	...	...	...	...	...	...	23 4	22 8	19 0	17 0	24 0	21 0	160 0	200 0	10 8	10 4
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 8	14 0	20 0	20 0	8 0	8 0	13 0	14 0	17 0	17 0	18 0	18 0	18 0	...	11 0	10 0	20 0	20 0	20 0	18 0	22 0	22 0	70 0	70 0	10 0	9 8
Benares	16 8	15 11¾	20 14	20 3	8 15	8 13	11 0	10 13¾	21 13	21 13	18 13¾	18 9	...	...	15 7	15 7	20 10	20 5	21 13	21 15½	20 14	21 0	110 0	110 0	9 2½	9 2½
Ghazipur	13 7	13 0	19 0	19 8	7 12	7 12	12 0	12 0	...	19 0	18 0	19 0	...	...	12 0	12 8	21 4	20 8	20 0	19 0	21 12	21 0	170 0	160 0	9 14	9 14
Jaunpur	15 8	14 0	21 0	20 8	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	19 8	21 8	21 0	21 0	22 8	22 8	170 0	170 0	11 0	11 0
Allahabad	14 8	14 4	21 0	20 4	9 0	9 0	11 0	12 0	23 0	23 0	22 0	22 0	...	...	18 0	18 0	25 0	24 8	...	...	22 0	22 0	100 0	100 0	9 8	10 0
Central—																										
Bánda	15 0	14 8	24 0	24 0	8 0	8 0	12 0	13 0	24 0	24 0	...	...	...	...	...	...	27 0	26 0	...	...	30 0	29 0	180 0	180 0	9 9	9 12
Fatehpur	15 8	15 8	24 0	23 0	11 8	12 0	13 8	13 8	...	...	...	...	...	...	...	...	26 0	25 0	...	...	28 0	26 0	160 0	160 0	10 0	10 0
Hamirpur	18 4	16 8	26 0	24 0	8 0	7 8	11 8	12 0	27 0	24 0	...	...	...	...	...	...	26 0	26 0	...	...	33 4	32 4	140 0	140 0	10 0	10 0
Jalaun	15 0	15 0	23 0	24 0	9 0	9 0	10 0	10 0	23 0	23 0	20 0	20 0	...	23 0	...	...	23 0	24 0	18 0	18 0	26 0	24 0	200 0	200 0	10 4	10 4
Cawnpore	18 8	18 0	26 0	25 8	7 8	7 8	13 0	13 0	23 0	24 0	23 8	24 0	...	...	16 0	16 0	25 0	26 0	24 0	26 0	26 0	26 8	150 0	150 0	11 0	11 0
Etáwah	18 11	18 10	26 12	27 12	5 0	5 0	12 0	12 0	28 12	30 8	24 8	24 8	22 0	22 0	16 0	16 0	26 2	28 0	...	24 8	30 2	31 0	160 0	160 0	10 0	10 0
Farukhabad	18 0	18 0	25 8	26 12	5 4	5 4	6 4	6 4	...	...	28 0	28 0	...	...	...	...	26 12	26 0	...	...	28 0	26 8	130 0	140 0	10 4	10 0
Mahrpuri	20 4	19 0	27 8	27 0	4 8	4 8	10 0	10 0	18 0	20 0	12 0	16 0	...	...	...	...	26 8	25 8	22 0	25 8	31 4	29 0	160 0	160 0	10 4	10 4
Etah	21 4	20 8	28 8	28 8	6 0	6 0	9 8	9 8	...	...	16 8	17 8	20 8	20 8	10 8	10 8	21 8	21 8	...	...	16 8	16 8	120 0	120 0	10 8	10 8
Western—																										
Jhánsi	12 8	12 4	21 12	22 8	5 12	7 0	12 0	10 0	23 0	23 0	20 0	20 0	...	...	...	...	24 8	23 8	...	...	32 0	29 0	160 0	160 0	10 0	10 0
Agra	17 0	16 8	29 8	29 0	5 0	5 0	8 0	8 0	27 0	27 0	22 0	22 0	...	...	10 0	10 0	27 8	28 0	27 0	27 0	16 0	18 0	95 0	95 0	11 0	11 0
Muttra	20 0	18 0	31 0	31 0	7 0	7 0	11 8	12 0	28 0	32 0	24 0	24 0	...	...	8 0	8 0	35 0	34 0	...	...	34 0	27 0	120 0	120 0	11 0	11 0
Aligarh	21 0	18 12	27 0	31 0	5 4	5 8	9 0	10 8	27 12	28 0	21 8	24 8	...	...	16 8	16 8	32 0	33 8	35 8	40 0	35 8	35 4	170 0	160 0	11 4	11 0
Bulandshahr	23 12	23 3	32 0	33 8	6 0	6 0	10 0	10 0	32 0	32 8	22 0	23 0	...	...	13 0	14 0	30 0	32 12	34 0	35 0	22 0	22 8	120 0	120 0	10 8	10 8
Sub-montane—																										
Ballia	15 0	16 0	22 0	22 0	10 0	10 0	14 0	14 0	22 0	22 0	...	...	...	...	...	...	23 0	23 0	22 0	22 0	22 0	20 0	115 0	115 0	11 0	11 0
Azamgarh	14 0	13 4	17 12	20 10	8 14	8 14	13 4	13 4	...	...	...	...	...	...	...	...	19 3	20 10	...	...	15 8	16 4	177 8	177 8	9 13	9 13
Gorakhpur	14 6	13 8	21 8	21 8	9 0	9 0	13 15	13 15	20 3	...	...	...	...	19 12	10 6	14 6	19 5	19 12	21 8	20 10	24 12	24 12	140 0	140 0	8 14	8 12
Basti	15 0	15 0	22 0	24 0	8 12	8 12	26 0‡	28 0‡	12 0	12 0	...	...	...	15 0	8 0	8 0	20 0	21 0	20 0	21 0	20 0	19 0	160 0	160 0	10 0	10 0
Shahjahánpur	19 4	17 4	29 4	29 0	8 0	8 0	8 4	8 8	...	...	...	...	...	...	...	...	25 4	24 0	...	...	24 4	22 4	120 0	120 0	10 4	10 4
Budaun	19 0	19 0	29 0	29 0	8 0	8 0	14 0	13 4	27 0	26 0	26 0	26 0	...	...	9 0	10 0	28 0	27 8	27 0	28 0	33 0	32 0	144 0	144 0	10 8	10 8
Pilibhit	16 6	16 4	27 8	...	12 8	12 8	14 0	14 0	23 12	23 12	...	...	...	...	...	...	28 2	28 0	...	...	...	...	135 0	135 0	10 0	10 0
Bareilly	18 2	17 9	27 0	25 [illegible]	6 0	5 0	11 8	11 8	22 4	21 4	18 0	25 0	...	...	15 9	15 9	21 12	22 4	25 12	28 1	24 2	17 9	125 0	125 0	9 6	9 5
Moradabad	19 12	18 4	28 12	33 [illegible]	8 0	5 8	10 4	10 8	25 0	29 0	18 0	20 10	...	...	12 8	12 8	26 2	27 4	35 0	35 [illegible]	21 0	21 0	100 0	100 0	10 0	10 8
Naini Tal	13 0	13 0	20 0	20 0	4 0	8 0	8 0	8 0	...	...	20 0	20 0	...	...	22 8	22 8	16 0	16 0	28 0	28 0	9 0	9 0	160 0	160 0	7 0	7 0
Almora	11 8	11 0	16 0	14 0	8 12	9 0	9 0	9 0	...	...	...	...	14 0	14 0	16 0	16 0	14 0	14 0	...	...	10 0§	10 0§	160 0	160 0	7 0	7 0
Bijnor	19 2	19 2	32 10	32 [illegible]	10 2	11 4	11 4	20 4	22 8	...	...	...	...	...	...	...	25 14	27 4	...	...	25 0	27 0	101 4	135 0	10 2	10 2
Muzaffarnagar	22 8	21 0	32 4	34 [illegible]	5 8	5 8	10 0	9 14	24 3	24 3	22 0	22 0	...	...	...	...	30 12	32 0	24 3	27 8	13 3	13 2	132 0	132 0	11 0	11 0
Meerut	21 12	19 0	31 0	32 [illegible]	5 0	5 0	13 0	13 0	26 0	35 0	22 0	22 0	12 0	12 0	10 0	10 0	30 0	29 0	28 0	37 0	30 0	29 0	100 0	100 0	10 8	10 8
Saháranpur	20 0	20 0	35 0	37 0	6 0	9 0	9 0	9 0	24 0	25 0	21 0	25 0	30 0	30 0	21 0	21 0	30 0	28 0	30 0	34 0	17 0	17 0	120 0	120 0	10 0	10 0
Dehra Dún	19 0	17 0	32 0	32 [illegible]	9 0	9 8	9 8	9 8	24 0	25 0	20 0	24 0	22 0	24 0	...	...	28 0	27 0	28 0	28 0	25 0	25 0	160 0	160 0	10 0	10 0
Garhwál	13 0	13 0	18 0	18 [illegible]	5 0	5 0	7 0	7 0	...	...	...	...	18 0	18 0	18 0	18 0	9 0	9 0	...	...	6 0	6 0	160 0	160 0	6 0	6 0
Oudh—																										
Southern—																										
Partábgarh	16 0	16 0	23 0	23 0	10 0	8 0	12 8	13 0	...	...	...	...	...	...	...	...	22 8	22 8	...	...	18 0	16 0	140 0	160 0	10 0	10 0
Sultanpur	16 0	16 0	21 0	21 0	7 8	7 8	13 0	13 0	21 8	23 0	16 0	16 0	32 0	32 0	18 0	18 0	22 0	22 0	21 0	21 0	23 8	23 0	160 0	160 0	10 0	10 0
Rae-Bareli	17 8	17 8	21 4	23 0	8 0	8 0	14 0	14 0	20 0	22 0	17 0	19 0	22 0	22 0	17 0	17 0	25 8	25 12	22 0	22 0	24 0	24 0	200 0	200 0	10 0	10 4
Unao	18 2	17 8	23 0	23 0	8 0	8 0	14 0	14 0	23 0	23 0	22 0	22	...	...	9 0	9 0	27 9	28 0	24 0	24 0	17 0	17 0	160 0	160 0	10 0	10 0
Lucknow	16 8	17 0	23 [illegible]	24 [illegible]	6 0	6 0	12 0	12 0	22 0	22 8	20 0	21	...	...	20 8	20 8	23 8	24 0	22 0	22 8	24 8	24 8	120 0	120 0	10 0	10 0
Hardoi	21 0	21 0	27 0	28 [illegible]	7 0	7 0	16 0	16 0	...	24 0	...	...	...	...	...	...	30 0	30 0	...	...	18 0	18 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	16 9	16 9	23 8	23 [illegible]	11 8	11 8	13 8	13 8	21 13	22 0	20 8	20 [illegible]	...	...	12 8	12 8	24 5	24 9	23 8	23 8	24 0	24 0	140 0	140 0	10 8	10 8
Barabanki	17 0	17 8	22 0	20 [illegible]	6 0	6 0	12 8	12 8	19 0	19 0	14 0	15 [illegible]	24 0	24 0	15 0	15 0	26 0	27 0	20 0	20 0	24 0	24 0	120 0	120 0	11 0	11 0
Gonda	18 3	17 12	26 0	26 0	11 12	12 0	14 0	14 4	...	...	16 1	17 [illegible]	...	...	9 1	10 0	25 0	24 0	22 0	22 0	26 8	25 12	200 0	200 0	10 2	10 4
Bahraich	17 0	17 0	26 8	26 [illegible]	10 8	10 8	14 8	14 8	25 0	25 0	19 0	21 [illegible]	29 0	29 0	13 8	13 8	26 0	27 0	25 0	25 0	27 0	27 0	160 0	160 0	10 0	10 0
Sitapur	19 0	18 0	28 0	29 [illegible]	10 0	10 0	12 0	12 0	...	...	...	...	...	...	24 [illegible]	27 0	27 0	30 0	...	...	25 0	25 0	160 0	140 0	10 0	10 0
Khyrí	17 8	18 0	24 0	26 0	7 0	7 0	13 0	14 0	...	...	...	...	...	...	...	...	23 0	...	...	...	24 0	24 0	120 0	140 0	10 0	10 0
Rajputana—																										
Eastern—																										
Pattáligarh	15 0	15 0	23 2	25 [illegible]	8 2	10 0	11 4	12 8	20 0	18 12	13 8	13 [illegible]	...	...	...	...	26 4	31 4	21 14	23 12	15 0	25 0	...	...	13 8	14 2
Bánswára	20 0	20 0	22 8	22 [illegible]	7 8	7 8	15 0	15 0	...	...	...	...	...	...	...	...	40 0	37 8	21 4	21 4	17 8	17 8	...	...	10 0	10 0
Meywar (Codeypore)	14 13	14 13½	29 13	32 [illegible]	10 2½	9 6	10 15	10 2½	26 9	29 11	16 6½	16 [illegible]	*Nil*	*Nil*	16 6½	16 6½	34 3½	31 4	25 0	32 13	9 12½	9 12½	160 0	160 0	9 12½	9 12½
Sirohee	13 8	14 8	28 0	27 [illegible]	5 8	5 8	6 8	6 8	...	...	16 0	16 [illegible]	...	...	...	...	27 0	27 0	18 0	22 0	...	...	160 0	160 0	11 8	11 8
Kriupura	16 14	16 12	30 4	31 8	6 4	8 5½	7 4	7 5½	24 0	24 4	20 0	20 [illegible]	...	...	...	...	29 8	33 15	...	...	...	...	200 0	160 0	11 12	11 15
Ajmere	15 11	16 10	28 0	30 5	5 0	8 5	8 5	8 0	29 0	21 0	21 [illegible]	...	...	...	15 0	16 0	28 3	29 0	30 8	29 13	...	...	90 0	90 0	12 0	12 0
Abu	12 11 and 14 12	12 15	20 10	22 10	5 12	15 12	7 8	7 6	16 8	16 8	14 4	14 [illegible]	...	...	...	...	20 8	20 12	...	19 8	...	10 0	160 0	160 0	11 0	11 0
Kishengarh	14 4	15 8	27 0	32 4	8 8	9 0	9 0	10 0	33 0	34 4	21 8	23 [illegible]	†	†	†	†	27 8	30 0	29 8	32 4	†	†	*	*	12 0	12 0
Boondee	14 4	13 8	32 8	32 [illegible]	7 8	7 8	8 0	8 0	...	40 0	...	...	...	...	...	...	45 0	43 8	45 0	45 0	...	...	160 0	160 0	9 0	9 0
Kotah	15 0	15 0	27 0	28 [illegible]	8 0	9 0	9 0	10 0	27 0	28 0	11 0	12 [illegible]	...	...	...	...	35 0	33 8	28 0	28 0	30 0	27 0	240 0	240 0	9 8	10 0
Bullawar	11 5	11 7	21 4	22 [illegible]	7 13½	7 13½	11 12½	11 12½	21 4½	23 0	13 6	13 [illegible]	...	...	14 6	14 6	26 10	25 10½	24 5	24 14	10 3	10 3	175 0	175 0	9 2½	9 2½
Tonk	15 8	15 4	30 0	30 0	5 0	4 8	7 8	7 0	35 0	34 8	...	...	...	...	...	...	35 4	35 0	...	...	...	...	128 0	120 0	10 0	9 0
Jeypore	16 8	16 12	27 0	30 0	5 0	5 0	7 4	7 4	26 0	31 0	20 0	21 [illegible]	†	†	17 0	17 0	27-0 & 28 0	30-0 & 32 0	34 0	37 0	36 0	40 0	95 0	95 0	11 0	11 0
Kurrachee	17 8	16 4	25 0	26 4	8 12	8 12	9 6	10 0	28 12	31 7	23 2	25 [illegible]	...	...	20 0	20 0	25 0	31 0	...	...	37 8	40 0	200 0	200 0	10 0	10 5
Dholpur	18 3½	17 10	28 15½	29 [illegible]	8 7	8 6	10 2	10 3½	26 13½	29 4	24 14½	26 [illegible]	...	...	15 12	16 5	30 10½	30 4	...	...	36 6	35 7½	90 0	90 0	10 15½	10 15½
Shurtpore	20 8	19 10½	31 1½	31 10	5 1½	5 2½	5 5½	5 4	34 4	34 4	24 8	24 [illegible]	...	...	11 12	11 12	33 13	34 12	24 0	26 0	33 8	33 0	120 0	120 0	10 12	10 12
Ulwur	21 1¼	20 8	32 0	33 2	6 12	6 12	8 10	8 10½	36 2	37 0	23 12	25 [illegible]	...	...	16 8	16 5	34 8	34 14	37 0	36 0	39 0	36 13	120 0	120 0	11 8	11 8
Deoli Cantonment	17 5½	16 2	36 6	39 5	4 0	4 0	7 0	7 0	39 8	39 8	29 0	29 [illegible]	...	...	...	...	40 2	42 8	...	...	...	...	190 0	190 0	11 4	11 4
Nusseerabad Cantonment	15 0	15 0	...	...	7 0	7 0	7 8	7 8	28 0	28 0	19 0	19 [illegible]	†	†	...	...	31 0	31 0	...	...	23 0	23 0	180 0	100 0	11 8	11 8
Hilly Tracts of Meywar	17 0	17 8	35 0	34 0	...	...	17 0	15 0	...	...	...	...	...	...	...	...	38 0	36 0	24 0	28 0	...	...	‖	‖	11 8	11 8
Bálmer	16 4	16 4	...	...	5 3	5 3	7 8	7 8	...	...	25 4	25 [illegible]	...	...	...	...	20 0	20 0	...	...	...	...	260 0	260 0	12 6	12 0
Anádra	13 8 and 16 8	14 12	23 12	33 10	6 4	6 4	8 0	8 0	...	...	15 12	16 [illegible]	...	...	...	...	22 14	23 12	...	21 6	...	10 8	320 0	320 0	12 0	12 0
Shahpoora	16 0	15 0	40 0	42 0	8 0	9 8	13 0	13 8	32 0	30 0	24 0	24 [illegible]	...	...	...	...	32 0	41 0	42 0	42 0	...	...	160 0	160 0	10 12	11 0
Western—											18 12	18 [illegible]	...	...	...	...	23 12	26 14								
Jodhpore	14 11 and 15 0	16 9 and 16 4	27 8 and 28 12	29 6	6 4	6 4	7 8	7 8	22 8	22 8	and 22 8	and 22 [illegible]	...	...	...	...	and 26 4	and 27 3	21 4	22 8	11 4	11 9	...	...	12 13	12 13
Jeysulmere	13 8	13 10	...	...	6 0	6 4	8 [illegible]	9 4	21 0	24 0	16 0	19 [illegible]	...	...	...	...	16 0	16 0	...	...	...	...	240 0	240 0	21 0	21 0
Bickaneer	11 10½	13 0	...	...	3 0	3 0	6 5½	6 8	...	...	17 [illegible]	17 [illegible]	...	...	...	...	19 5½	20 13	...	...	11 0	11 0	80 0	80 0	12 0	12 0
Central India—																										
Indore	14 8	14 0	24 0	24 0	8 8	8 8	9 8	9 8	24 0	25 0	20 0	19 [illegible]	...	...	...	...	25 8	21 0	25 0	25 0	19 8	19 8	120 0	120 0	10 0	10 0
Nimach Cantonment	14 8	14 8	...	...	8 0	8 0	14 0	14 0	25 0	27 0	16 0	17 [illegible]	†	†	...	...	27 8	28 0	...	...	26 0	26 0	160 0	160 0	11 8	11 8
Goona	13 0	12 9	22 0	20 0	8 12	8 12	9 12	20 8	22 0	...	...	...	...	...	...	...	23 8	24 10	...	...	...	...	200 0	200 0	9 0	9 0*
Gwalior	15 2½	15 6½	27 10	27 11	5 5	5 5	8 8	8 8	24 7	24 7	24 7	24 [illegible]	...	...	13 13	13 13	19 2	19 2	21 4	21 4	19 6½	19 2	191 4	170 0	10 8	10 6¾

* Sold in bundles. † Not sold. ‡ Unhusked. § Husked. ‖ Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF MAY 1894 —*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLUM (*Sorghum vulgare*).		BAIRA 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, CADIAN 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.
Panjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	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	23 0	23 0	48 0	45 0	...	...	10 0	10 0	40 0	38 0	28 0	29 0	†	†	†	†	44 0	44 0	†	†	†	†	106 0	100 0	10 8	11 0
Fegusepore	23 0	25 0	33 0	48 0	...	...	10 0	9 0	31 0	31 0	31 0	27 0	‡	‡	23 0	23 0	39 0	37 0	39 0	35 0	11 0	11 0	110 0	110 0	12 12	12 12
Montgomery	24 0	24 0	37 0	37 0	...	...	11 0	11 0	34 0	34 0	25 0	25 0	‡	‡	35 0	35 0	36 0	36 0	40 0	40 0	6 0	12 0	220 0	280 0	13 0	13 0
Central—																										
Gurgáon	24 0	24 0	35 0	35 0	...	...	9 0	9 0	34 0	33 0	24 0	24 0	‡	‡	†	†	33 0	33 0	24 0	24 0	28 0	24 0	120 0	120 0	10 0	10 0
Delhi	22 0	22 0	34 0	35 0	...	...	12 0	12 0	29 0	30 0	21 0	24 0	‡	‡	12 0	11 0	31 0	33 0	29 0	28 0	29 0	30 0	80 0	80 0	10 0	10 0
Rohtak	24 0	22 0	36 0	38 0	...	...	11 0	12 0	33 0	33 0	24 0	24 0	‡	‡	12 0	12 0	36 0	36 0	25 0	24 0	18 0	18 0	120 0	120 0	10 0	10 0
Karnál	23 0	22 0	40 0	40 0	...	...	10 0	10 0	32 0	32 0	22 0	22 0	‡	‡	16 0	16 0	38 0	37 0	35 0	35 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	23 0	22 0	42 0	40 0	...	...	11 0	11 0	28 0	28 0	22 0	25 0	30 0	30 0	25 0	26 0	34 0	36 0	38 0	38 0	10 0	10 0	82 0	82 0	12 8	12 12
Sub-montane—																										
Umballa	27 0	24 0	37 0	40 0	...	...	10 0	10 0	32 0	35 0	20 0	22 0	‡	‡	8 0	8 0	37 0	37 0	45 0	42 0	‡	‡	120 0	130 0	12 12	12 12
Ludhiána	27 0	26 0	48 0	42 0	...	...	9 0	9 0	32 0	34 0	24 0	22 0	‡	‡	20 0	20 0	39 0	37 0	40 0	40 0	14 0	‡	100 0	110 0	13 0	13 0
Jullundur	26 0	26 0	48 0	48 0	...	...	10 0	10 0	30 0	36 0	25 0	25 0	‡	‡	19 0	19 0	35 0	34 0	40 0	42 0	‡	‡	100 0	100 0	13 0	13 0
Hoshiárpur	26 0	25 0	40 0	39 0	...	...	10 0	10 0	29 0	29 0	22 0	22 0	16 0	16 0	20 0	20 0	32 0	32 0	42 0	42 0	10 0	10 0	120 0	120 0	12 12	13 0
Gurdáspur	31 0	32 0	48 0	48 0	...	...	12 0	12 0	32 0	32 0	26 0	26 0	26 0	26 0	16 0	16 0	36 0	34 0	40 0	40 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	26 0	26 0	43 0	47 0	...	...	10 0	10 0	27 0	28 0	17 0	17 0	†	†	23 0	23 0	33 0	33 0	49 0	54 0	‡	‡	100 0	100 0	12 0	12 0
Hills—																										
Simla	19 0	17 0	26 0	22 0	...	...	8 0	9 0	18 0	18 0	18 0	18 0	20 0	20 0	10 0	10 0	21 0	21 0	27 0	25 0	9 0	10 0	90 0	90 0	9 0	9 0
Kángra	18 0	16 0	24 0	22 0	...	...	12 0	12 0	11 0	11 0	12 0	12 0	21 0	21 0	6 0	6 0	19 0	20 0	27 0	25 0	12 0	12 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	22 0	22 0	38 0	45 0	...	...	12 0	13 0	32 0	32 0	‡	32 0	‡	‡	‡	‡	33 0	33 0	32 0	32 0	‡	‡	130 0	130 0	13 8	13 8
Gujránwála	25 0	25 0	47 0	47 0	...	...	12 0	12 0	33 0	33 0	31 0	31 0	‡	‡	28 0	‡	41 0	39 0	31 0	31 0	‡	‡	95 0	90 0	13 0	13 0
Gujrát	28 0	26 0	40 0	38 0	...	...	11 0	12 0	28 0	28 0	25 0	25 0	‡	‡	10 0	10 0	34 0	35 0	28 0	29 0	‡	‡	110 0	110 0	14 0	14 0
Jhelum	32 0	32 0	46 0	45 0	...	...	13 0	13 0	35 0	33 0	33 0	33 0	*	*	*	*	35 0	32 0	30 0	32 0	‡	‡	120 0	120 0	14 0	14 0
Ráwalpindi	29 0	24 0	38 0	37 0	...	...	8 0	8 0	33 0	35 0	38 0	29 0	*	*	20 0	20 0	32 0	31 0	37 0	28 0	‡	‡	70 0	70 0	13 8	13 8
Hazára	24 0	24 0	40 0	40 0	...	...	11 0	11 0	‡	‡	22 0	22 0	‡	‡	‡	‡	29 0	30 0	26 0	26 0	‡	‡	90 0	90 0	11 0	11 4
Pesháwar	23 0	22 0	44 0	45 0	...	...	9 0	9 0	23 0	25 0	25 0	26 0	‡	‡	13 0	15 0	26 0	27 0	34 0	35 0	28 0	29 0	86 0	98 0	42 0	43 0
Kohát	30 0	26 0	54 0	57 0	...	...	12 0	12 0	25 0	25 0	37 0	36 0	‡	‡	20 0	20 0	34 0	34 0	40 0	38 0	‡	‡	205 0	205 0	50 0	50 0
Western—																										
Sháhpur	33 0	33 0	46 0	46 0	...	...	9 0	9 0	32 0	32 0	32 0	34 0	24 0	24 0	24 0	24 0	45 0	46 0	30 0	30 0	†	†	160 0	200 0	13 0	13 0
Jhang	27 0	27 0	37 0	40 0	...	...	11 0	10 0	40 0	40 0	18 0	32 0	40 0	40 0	35 0	40 0	37 0	38 0	37 0	40 0	10 0	10 0	160 0	160 0	11 12	11 12
Moultan	19 0	20 0	34 0	38 0	...	...	12 0	12 0	28 0	28 0	24 0	24 0	†	†	13 0	24 0	27 0	27 0	32 0	30 0	†	†	90 0	90 0	12 0	12 0
Bannu	38 0	38 0	73 0	66 0	...	...	10 0	11 0	46 0	45 0	59 0	48 0	9 0	9 0	9 0	9 0	59 0	61 0	60 0	50 0	13 0	15 0	90 0	90 0	50 0	50 0
D. I. Khan	30 0	34 0	48 0	49 0	...	...	8 0	8 0	38 0	38 0	29 0	32 0	‡	‡	4 0	4 0	45 0	50 0	30 0	30 0	14 0	14 0	125 0	125 0	44 0	44 0
Muzaffargarh	22 0	22 0	32 0	36 0	...	...	14 0	14 0	21 0	22 0	‡	‡	‡	‡	‡	‡	24 0	29 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	19 0	20 0	33 0	40 0	...	...	6 0	6 0	34 0	34 0	25 0	28 0	20 0	20 0	18 0	18 0	29 0	33 0	15 0	15 0	‡	‡	100 0	100 0	26 4	26 4
Sind and Baluchistan—																										
Karáchi	15 0	15 0	...	...	8 0	8 0	9 0	9 0	20 0	20 0	15 0	15 0	‡	‡	...	...	20 0	20 0	...	...	8 8 and 10 8	8 8 and 10 8	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	8 0	8 0	10 0	10 0	18 0	19 0	17 0	17 0	‡	‡	...	...	21 0	21 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Párkar (Umarkot)	13 1	13 2	...	...	13 4	13 3	16 0	16 3	...	...	18 1	18 0	‡	‡	...	...	8 12	8 12	...	...	...	...	116 6	116 6	12 0	12 0
Sukkur (Shikárpur)	19 0	19 0	...	...	8 0	8 0	10 0	10 0	25 0	25 0	20 0	19 8	‡	‡	...	...	30 0	30 0	...	...	...	...	135 0	128 0	11 0	11 8
Upper Sind Frontier	18 0	18 0	...	...	8 0	9 0	9 0	10 0	24 0	24 0	21 0	21 8	‡	‡	...	...	25 0	24 0	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	18 10	16 8	35 8	26 12	5 0	7 0	7 0	25 0	30 0	15 8	16 8	‡	‡	6 8	7 0	20 8	20 0	25 8	29 0	9 0	9 0	9 0	71 0	71 0	10 0	9 12
Bombay—																										
Konkan—																										
Karwar (Kánara)	9 4	9 4	...	...	10 2	10 2	11 2	11 2	15 3	15 3	13 2	13 2	18 0	18 0	...	...	12 8	12 8	...	...	*	...	312 0	312 0	9 12	9 12
Ratnágiri	10 2	10 2	...	...	10 14	10 14	11 6	11 6	14 7	14 7	13 14	14 9	14 2	15 4	...	...	13 14	13 14	...	...	*	*	134 6	134 6	11 11	11 11
Alibág (Colába)	10 1	10 1	...	...	10 13	10 13	11 11	11 11	11 9	11 9	12 12	12 12	...	...	...	...	13 3	13 3	...	...	*	*	112 0	112 0	12 1	12 1
Bombay	11 1	11 1	...	...	5 12	5 12	10 6	10 6	13 8	13 8	13 15	13 15	13 8	13 8	...	...	15 0	15 0	...	...	13 4	13 4	79 7	79 7	11 9	11 9
Tánsa	11 14	11 14	...	...	10 3	11 2	11 2	12 0	*	*	12 10	14 6	*	*	...	...	15 1	16 0	...	...	*	*	112 0	112 0	12 4	12 4
Deccan—																										
Dharwar	16 11	16 11	...	...	10 6	10 6	10 13	10 13	20 4	20 4	18 15	19 13	*	*	...	...	15 10	15 10	...	...	19 8	19 8	100 0	100 0	11 10	11 10
Belgaum	17 3	17 3	...	...	9 11	10 1	10 1	10 3	19 11	21 13	20 8	20 15	24 0	24 0	...	...	17 0	16 8	...	...	15 9	15 9	75 1	80 8	10 3	10 10
Satara	13 0	13 12	...	...	8 2	8 14	9 6	10 2	15 14	16 9	15 5	15 5	*	*	...	...	15 1	15 1	...	...	15 3	15 3	114 0	114 0	12 10	12 10
Sholapur	13 15	13 15	...	...	8 2	8 2	11 11	11 11	20 9	20 9	17 14	17 14	*	*	...	...	18 14	19 13	...	...	15 8	17 6	80 0	80 0	11 10	11 10
Bijápur	17 12	17 12	...	...	6 15	10 7	10 7	21 9	21 9	21 2	22 2	*	*	...	...	20 9	20 9	...	...	17 5	18 4	80 0	80 0	11 6	11 6
Poona	12 13	12 13	...	...	9 11	9 11	10 13	10 13	18 13	18 13	14 15	14 15	14 13	14 13	...	...	16 11	16 11	...	...	17 2	19 0	86 14	86 14	11 13	11 13
Khandesh—																										
Ahmadnagar	15 15	15 15	...	...	8 13	9 3	10 9	10 9	20 10	20 10	16 1	16 1	*	*	...	...	20 13	20 13	...	...	19 14	22 2	80 0	80 0	12 11	12 11
Násik	16 7	16 7	...	...	8 14	8 14	11 10	11 10	*	19 10	15 9	15 9	16 2	17 4	...	...	17 0	17 0	...	...	*	...	116 6	116 6	13 8	13 8
Dhulia (Khandesh)	16 10	16 10	...	...	6 8	6 8	10 6	10 6	20 11	20 11	18 6	18 6	*	*	...	...	14 14	15 11	...	...	*	*	80 0	80 0	11 6	10 15
Gujarat—																										
Surat	13 7	13 7	...	...	7 6	7 6	8 5	8 5	16 3	16 3	13 7	13 7	*	*	...	...	16 3	16 3	...	...	16 3	16 3	84 4	91 1	12 0	12 0
Broach	14 0	14 8	...	...	7 0	7 0	10 0	10 0	18 0	19 0	13 8	14 0	*	*	...	...	21 0	22 0	...	...	19 0	20 0	100 0	100 0	13 4	13 4
Kaira	16 8	16 0	...	...	8 0	8 0	14 0	14 0	20 0	20 0	16 8	17 0	20 0	20 0	...	...	22 8	22 8	...	...	22 8	22 8	106 11	106 11	13 0	13 0
Baroda (Camp)	12 0	11 0	...	...	8 0	7 8	10 0	9 0	16 0	16 0	14 8	14 8	*	*	17 0	...	18 0	17 0	...	...	*	...	91 7	91 7	11 0	11 0
Ahmadabad	14 8	15 0	...	...	11 0	12 8	12 8	21 8	22 0	17 8	16 0	17 0	25 8	26 0	...	...	23 8	26 0	...	...	19 0	...	70 0	70 0	13 10	13 10
Godhra (Panch Mahals)	14 8	14 0	...	...	10 8	10 8	12 8	12 8	...	...	16 8	17 0	21 0	21 0	...	...	27 8	27 8	...	...	20 0	20 0	182 0	182 0	12 8	12 8
Deesa Cantonment	16 0	15 8	...	...	8 0	8 0	9 0	9 0	19 0	20 0	18 0	18 0	*	*	...	...	21 8	22 8	...	...	25 0	25 0	182 8	140 0	11 0	11 0
Kattywar—																										
Rájkot	13 6	13 6	...	...	6 0	6 0	7 0	7 0	16 5	16 5	13 10	13 10	*	*	...	...	18 14	19 7	...	...	*	*	80 0	80 0	56 2	56 2
Central Provinces—																										
Western—																										
Nimar	17 1	17 1	...	...	6 12	6 12	13 1	13 1	24 13	24 13	...	...	...	...	...	...	18 9	19 1	...	...	13 7	13 7	100 0	100 0	11 6	11 6
Khandwa-Asirgarh Cant.	14 0	14 0	...	...	9 0	9 0	11 0	11 0	21 0	21 0	21 0	21 0	...	...	...	...	20 0	21 1	...	...	...	...	160 0	160 0	10 0	10 8
Hoshangabad	16 15	16 6	...	...	8 1	8 1	11 4	11 4	...	...	...	...	...	...	...	...	24 0	24 0	...	...	18 0	18 0	160 0	160 0	9 8	9 8
Betúl	19 10	18 0	...	...	...	...	9 13	9 0	27 0	25 0	...	...	...	...	...	...	24 0	24 0	...	...	10 13	10 0	240 0	240 0	10 5	9 8
Chhindwára	16 14	16 14	...	...	7 4	7 4	10 0	10 0	28 14	28 14	...	...	...	...	...	...	25 5	25 5	...	...	16 0	16 0	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	10 0	11 14	11 14	20 10	21 4	...	...	...	...	...	...	...	20 0	18 12	...	...	13 12	13 12	125 0	125 0	10 8	10 8
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	20 0	20 0	...	...	16 0	16 0	120 0	120 0	10 10	10 10
Central—																										
Narsinghpur	14 0	14 0	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	24 0	27 2	...	...	24 0	24 0	120 0	120 0	9 2	9 2
Saugor	12 6	11 12	...	...	9 1	9 11	9 13	9 13	18 7	18 7	...	...	...	...	...	...	19 0	19 0	...	...	22 14	22 14	160 0	160 0	9 2	9 2
Damoh	12 12	12 12	...	...	9 7	9 7	10 0	10 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	10 12	10 12	160 0	160 0	9 2	9 2
Jubbulpore	17 0	15 4	...	...	10 8	9 4	14 4	14 4	17 8	18 0	...	...	...	...	...	...	23 8	22 12	...	...	13 8	13 0	120 0	120 0	9 8	9 4
Baghalkhand (Sohna)	15 2	14 10	21 0	20 0	7 8	7 8	16 0	16 0	18 0	17 0	17 0	17 0	...	...	9 0	9 0	22 0	20 0	...	...	22 0	21 0	160 0	160 0	10 8	9 12
Mandla	20 0	20 0	...	...	10 8	10 8	12 8	12 8	...	...	...	...	...	...	...	...	32 0	32 0	...	...	16 0	18 0	200 0	200 0	16 8	12 0
Seoni	20 6	19 7	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	24 14	22 6	...	...	11 8	11 8	190 0	190 0	9 8	12 12
Bálághát	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	8 0	8 0
Bhandára	17 8	16 0	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	17 8	18 12	...	...	12 8	12 8	200 0	210 0	9 0	9 0
Chánda	14 10	14 10	...	...	...	...	12 9	12 9	16 4	16 4	...	...	...	...	...	...	16 10	16 10	...	...	13 2	13 2	320 0	320 0	10 15	10 15
Eastern—																										
Biláspur	22 7	22 7	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	18 11	18 11	...	...	23 5	18 10	120 0	120 0	8 0	8 0
Raipur	21 14	21 14	...	...	11 6	11 6	18 4	18 4	...	...	...	...	...	...	...	...	19 2	19 2	...	...	16 2	16 3	90 0	90 0	9 0	9 0
Sambalpur	17 8	17 8	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	17 4	17 4	...	...	9 0	9 0	120 0	120 0	9 3	9 3
Berar—																										
Buldána	18 0	18 0	...	...	7 0	7 0	20 0	10 0	21 0	21 0	18 0	18 0	...	...	...	...	20 0	20 0	...	...	13 0	13 0	182 0	182 0	10 0	10 0
Básim	13 10	14 0	...	...	7 0	7 0	10 5	10 10	19 5	19 5	15 0	15 0	...	...	...	...	15 5	15 10	...	...	13 0	13 0	76 0	76 0	8 10	8 10
Akola	16 0	16 0	...	...	8 0	7 0	10 0	9 0	21 0	21 0	17 0	17 0	...	...	...	...	18 0	18 0	...	...	13 0	12 0	96 0	96 0	11 0	11 0
Ellichpur	14 0	14 8	...	...	6 0	6 0	8 0	8 0	17 8	18 0	15 0	15 0	...	...	...	...	15 0	15 0	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Amraoti	14 4	16 0	...	...	8 0	8 0	10 0	10 0	18 0	20 0	16 0	17 0	...	...	...	...	14 8	15 3	...	...	12 0	13 0	85 0	80 0	10 8	10 0
Wún	14 0	16 0	...	...	6 0	6 0	7 0	7 0	18 0	19 0	10 0	11 0	...	...	...	...	12 0	16 0	...	...	18 0	20 0	260 0	260 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 3	12 3	*	*	6 3	6 3	10 3	10 3	13 3	13 3	17 12	17 12	24 14	24 14	*	*	14 7	14 7	*	*	17 12	17 12	90 0	90 0	8 12	8 12
Bolárum	12 13	12 13	*	*	7 0	7 0	9 5	9 5	17 8	17 8	*	*	*	*	*	*	14 8	15 3	*	*	*	*	116 14	116 14	9 10	9 2
Chadarghat	10 8	11 4	*	*	10 8	11 4	13 0	14 0	18 0	18 0	22 0	22 0	*	*	*	*	15 0	16 0	*	*	*	*	120 0	120 0	9 4	9 4

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF MAY 1894—*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.	Jawar or cholum (*Sorghum vulgare*). Present fortnight.	Jawar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
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	8 10	8 10	...	...	10 14	10 14	11 5	11 5	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	12 10	12 10
S. Canara	9 6	9 6	...	...	10 10	10 10	12 0	12 0	*	*	*	*	19 5	19 5	...	...	...	...	...	...	...	...	121 8	121 8	13 5	14 3
South, central—																										
Coimbatore	12 5	11 8	...	...	11 11	11 11	13 11	12 11	18 3	18 3	17 8	15 14	23 0	23 0	...	...	...	...	...	...	...	...	131 3	131 3	11 11	12 3
Nilgiris	7 13	7 13	...	...	8 13	8 13	9 10	9 10	16 14	16 14	15 6	15 6	17 5	17 5	...	...	...	...	...	...	...	...	274 3	274 3	11 0	11 0
Salem	8 14	9 6	...	...	9 13	9 13	12 11	13 3	19 10	20 3	16 6	17 3	24 13	24 6	...	...	...	...	...	...	...	...	145 13	145 13	13 8	13 8
Central—																										
Bellary	12 8	12 8	...	...	10 3	10 3	10 13	10 13	23 11	25 3	20 11	21 10	23 5	23 5	...	...	...	...	...	...	...	...	85 2	85 2	11 14	11 14
Anantapur	9 10	9 10	...	...	10 11	10 11	11 14	11 14	24 3	22 13	22 10	22 10	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Cuddapah	11 13	12 0	...	...	9 11	9 8	10 6	10 6	19 0	18 10	*	20 5	23 10	23 8	...	...	...	...	...	...	...	...	140 0	140 0	12 5	12 3
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	24 0	26 11	20 0	20 0	*	*	...	...	...	...	...	...	...	...	145 13	145 13	12 2	12 2
East Coast, north—																										
Ganjam	*	*	...	...	10 11	10 11	12 6	12 6	*	*	*	*	21 10	21 10	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatam	12 0	12 0	...	...	8 14	8 14	10 3	10 3	21 10	21 10	23 13	23 13	24 3	23 3	...	...	...	...	...	...	...	...	72 14	97 3	11 11	11 11
Godávari	10 13	9 14	...	...	11 14	11 14	14 0	11 8	15 6	15 6	22 14	22 14	25 8	25 8	...	...	...	...	...	...	...	...	133 11	133 11	11 6	12 8
East Coast, central—																										
Kistna	8 14	7 11	...	...	10 6	10 6	11 0	11 10	19 0	19 0	*	*	27 13	27 5	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	9 10	9 10	...	...	11 2	11 2	14 13	14 13	20 10	20 10	*	*	21 2	21 2	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	11 6	11 6	...	...	18 10	11 5	12 8	12 2	17 5	17 5	17 13	17 13	20 14	20 14	...	...	...	...	...	...	...	...	103 0	97 3	13 2	13 2
Chingleput	*	*	...	...	9 0	9 0	10 10	10 10	*	*	13 3	12 8	20 10	19 3	...	...	...	...	...	...	...	...	108 14	108 14	13 3	13 3
N. Arcot	8 8	7 11	...	...	9 6	10 5	11 5	11 5	20 0	18 3	18 3	16 8	23 2	22 3	...	...	...	...	...	...	...	...	160 13	160 13	11 11	12 5
S. Arcot	7 0	7 6	...	...	12 3	12 3	14 0	14 0	20 3	*	17 11	17 11	19 14	19 14	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	7 6	7 6	...	...	13 11	13 5	14 0	14 0	15 14	*	15 3	14 8	21 14	21 2	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 10	...	...	12 3	12 3	12 8	12 11	17 8	18 14	22 3	21 0	21 0	21 0	...	...	...	...	...	...	...	...	143 6	143 6	12 10	12 10
Southern—																										
Tinnevelly	9 3	9 3	...	...	12 5	12 11	12 13	13 3	*	*	*	*	*	*									58 5	58 5	13 14	13 14
Madura	8 8	8 8	...	...	10 2	10 2	10 10	10 10	19 6	19 6	17 10	17 10	23 3	23 3	...	...	...	...	...	...	...	...	97 3	97 3	13 10	13 10
Mysore—																										
Mysore	10 4	10 4	10 4	10 0	9 0	9 0	10 4	10 8	24 0	24 0	16 0	16 0	27 0	26 0	20 0	20 0	12 0	13 0	...	...	12 0	13 0	96 0	96 0	10 0	10 0
Bangalore	12 0	12 4	11 0	11 0	8 0	8 0	8 8	8 8	22 0	25 0	...	...	31 0	31 0	...	...	12 8	13 8	...	...	14 0	14 8	84 0	96 0	10 0	10 0
Kolar	9 4	9 4	8 0	8 0	10 8	10 8	12 0	12 0	20 0	20 0	18 0	18 0	29 0	29 0	18 0	18 0	10 4	10 4	13 0	13 0	14 8	14 8	150 0	150 0	10 0	10 0
Tumkúr	12 0	12 0	10 0	10 0	9 0	9 0	10 0	10 0	25 0	25 0	32 0	32 0	34 0	34 0	36 0	34 0	12 0	13 0	...	...	15 0	15 0	224 0	224 0	10 0	10 0
Hassan	...	...	9 8	8 8	9 0	9 0	10 8	10 8	...	...	...	...	32 0	32 0	...	...	12 0	11 0	...	...	12 0	12 0	200 0	200 0	8 8	8 8
Kadur	10 0	9 0	11 0	10 0	8 0	10 0	11 0	12 0	...	...	...	...	32 0	32 0	...	...	10 0	14 0	...	...	9 0	9 0	240 0	240 0	9 0	9 0
Shimoga	12 1	12 10	...	...	8 15	9 7	12 14	12 10	28 14	27 5	...	...	29 2	36 12	...	...	14 11	14 11	...	...	16 13	18 14	272 0	272 0	10 8	10 8
Chitaldroog	12 0	12 0	14 0	14 0	10 0	10 0	11 8	11 0	36 *	32 0	24 0	24 0	46 0	40 0	40 0	40 0	14 0	14 0	...	...	16 0	18 0	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	8 0	8 0	7 8	7 8	9 8	10 0	12 8	12 8	...	...	...	...	30 0	29 8	...	...	19 8	19 0	...	...	...	...	110 0	110 0	9 8	10 0
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4*	9 4	*	*	...	...	9 4	9 4	...	...	*	*	56 0	56 0	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*)

STEPHEN JACOB,
Offg. 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 two months of the official year 1894-95 and of the twenty-three preceding years.

(In Thousands of Rupees.)

Year.	For the two months, April and May. Bengal. On Imports of Liquors.	Bengal. On other Imports.	Bengal. On Exports.	Bengal. Total Revenue.	Bombay. On Imports of Liquors.	Bombay. On other Imports.	Bombay. On Exports.	Bombay. Total Revenue.	Sindh. On Imports of Liquors.	Sindh. On other Imports.	Sindh. On Exports.	Sindh. Total Revenue.	Madras. On Imports of Liquors.	Madras. On other Imports.	Madras. On Exports.	Madras. Total Revenue.	Burma. On Imports of Liquors.	Burma. On other Imports.	Burma. On Exports.	Burma. Total Revenue.	Total British India. On Imports of Liquors.	Total British India. On other Imports.	Total British India. Total Import Revenue.	Total British India. Export Revenue.	Total British India. Total Revenue.	Year.
1871-72	1,66	11,62	3,51	16,79	1,46	4,93	88	7,27	18	15	24	57	57	2,06	2,88	5,51	25	73	6,01	6,99	4,12	19,49	23,61	13,52	37,13	1871-72
1872-73	2,17	9,94	4,21	16,32	91	7,09	98	8,28	18	16	72	1,06	66	2,19	2,23	5,08	67	87	8,22	9,76	4,59	20,25	24,84	16,36	41,20	1872-73
1873-74	1,57	9,48	2,67	13,72	98	5,94	86	7,73	15	9	22	46	78	2,11	2,71	5,60	62	80	9,04	10,46	4,10	18,42	22,52	15,50	38,02	1873-74
1874-75	1,64	10,45	2,21	14,30	1,16	5,08	88	7,12	22	8	22	52	56	2,39	2,08	5,03	74	1,10	6,95	8,79	4,32	19,10	23,42	12,34	35,76	1874-75
1875-76	1,67	12,73	2,05	17,35	1,23	6,50	2,31	10,04	18	20	54	92	63	2,33	2,79	5,75	79	71	11,94	13,44	4,50	22,47	26,97	20,53	47,50	1875-76
1876-77	2,28	10,33	1,73	14,34	1,41	6,75	38	8,54	23	9	7	39	95	2,13	1,31	4,39	97	92	8,50	10,39	5,84	20,22	26,06	11,99	38,05	1876-77
1877-78	2,61	12,61	2,20	17,42	1,89	8,17	43	10,49	45	15	12	72	92	2,41	34	2,67	98	1,08	7,14	9,20	6,85	23,42	30,27	10,23	40,50	1877-78
1878-79	2,31	12,38	1,98	16,67	1,55	7,80	49	9,84	39	9	8	56	1,02	1,85	82	3,69	1,45	1,21	7,94	10,60	6,72	23,33	30,05	11,31	41,36	1878-79
1879-80	1,75	11,13	1,37	14,25	1,75	6,38	55	8,68	46	11	7	64	85	1,38	73	2,96	1,31	94	9,82	12,07	6,12	19,94	26,06	12,54	38,60	1879-80
1880-81	2,26	8,39	1,02	11,67	1,68	7,60	44	9,72	88	16	7	1,11	95	1,67	1,68	4,30	85	1,29	9,10	11,24	6,62	19,11	25,73	12,31	38,04	1880-81
1881-82	2,52	9,27	1,97	13,76	1,89	7,36	51	9,96	84	22	10	1,16	75	1,64	1,55	3,94	1,30	1,30	11,24	13,84	7,30	19,99	27,29	15,37	42,66	1881-82
1882-83	2,55	4	2,26	4,85	2,07	—36*	45	2,16	62	2	16	80	86	..	67	1,53	1,80	1	13,64	15,45	7,90	—29*	7,61	17,18	24,79	1882-83
1883-84	2,51	...	3,09	5,60	1,99	12	29	2,40	74	...	12	86	84	..	1,00	1,84	1,65	4	13,49	15,18	7,73	16	7,89	17,99	25,88	1883-84
1884-85	2,17	7	1,59	3,83	2,01	11	43	2,55	80	2	13	1,04	89	3	1,42	2,34	1,51	3	9,27	10,81	7,47	26	7,73	12,84	20,57	1884-85
1885-86	2,16	3	2,05	4,24	2,03	12	23	2,38	82	...	19	1,01	92	1	38	1,31	1,16	2	11,15	12,33	7,09	18	7,27	14,00	21,27	1885-86
1886-87	2,20	3	2,00	4,23	2,00	12	35	2,47	73	2	25	1,00	1,14	1	86	2,01	1,64	—2*	10,79	12,41	7,71	16	7,87	14,25	22,12	1886-87
1887-88	1,96	7	2,19	4,22	2,73	10	42	3,25	98	2	19	1,19	1,50	..	86	2,36	2,27	...	11,51	13,78	9,44	19	9,63	15,17	24,80	1887-88
1888-89	2,39	64	2,97	6,00	2,72	1,11	45	4,28	91	17	16	1,24	1,66	15	75	2,56	1,77	17	6,91	8,85	9,45	2,24	11,69	11,24	22,93	1888-89
1889-90	2,27	1,13	2,24	5,66	2,97	95	53	4,45	1,08	20	20	1,48	1,68	..	1,02	2,70	1,48	54	11,54	13,56	9,48	2,84	12,32	15,53	27,85	1889-90
1890-91	2,37	90	2,79	6,06	2,89	1,87	45	5,21	1,19	8	25	1,52	2,08	15	76	2,99	1,63	1	12,74	14,38	10,16	3,01	13,17	16,99	30,16	1890-91
1891-92	2,73	1,15	2,36	6,24	3,10	1,36	31	4,97	96	38	19	1,53	1,66	38	61	2,65	1,43	17	12,19	13,79	9,88	3,64	13,52	15,66	29,18	1891-92
1892-93	2,76	1,71	2,24	6,71	2,98	1,66	41	5,05	90	5	20	1,15	1,83	9	65	2,57	1,86	7	7,50	9,43	10,33	3,58	13,91	11,00	24,91	1892-93
1893-94	2,56	1,01	2,81	6,38	3,01	2,22	49	5,72	1,07	21	13	1,41	1,48	28	73	2,49	1,57	1	10,42	12,00	9,69	3,73	13,42	14,58	28,00	1893-94
1894-95	2,92	6,25	2,28	11,45	3,20	14,54	50	18,24	91	1,73	16	2,80	1,79	6,97	1,19	4,95	1,48	1,24	13,37	16,09	10,30	25,73	36,03	17,50	53,53	1894-95

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*)
Calcutta, 21st June 1894.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 16th, 1894.

General Summary.—The advance of the monsoon current has given rain to the greater part of India during the week, but the amounts received in most districts have not been large. The heaviest showers were received in the West Coast districts, Burma, Bengal, and the Central Provinces. Very little rain has fallen in the Punjab, and the highest temperatures of the week have in consequence been registered there and at Jacobabad in Sind, where also practically no rain has been received. The rainfall in the North-Western Provinces has been chiefly local in character, but it caused a large reduction of temperature, which has been from 3° to 6° in defect during the greater part of the week.

A depression commenced forming in South-Eastern Bengal on the 12th and had intensified by the 13th, and commenced moving westwards during the day. By the morning of the 14th its centre lay to the north of Jessore. It advanced about 200 miles westwards during the next twenty-four hours, and was near Chaibassa by 8 A.M. on the 15th. By Saturday morning it had moved as far as Sutna, its centre being a little to the south of that station. In its progress across the country it gave moderate rain to the districts over which it passed, but the falls were not as heavy as might have been anticipated. On Wednesday pressure gave way rapidly in Gujarat, remained stationary or rose slightly during the next two days, and fell briskly again on Saturday, when pressure was a sixth of an inch in defect at Surat and Bombay. The abnormal conditions thus established appeared to indicate the formation of a depression in that area, such as occasionally is formed on the advance of strong monsoon winds across the Bombay Coast, and hence the probability of more or less heavy rain in Gujarat, Mahi Kantha, and the Panch Mahals. But up to the end of the week no important change had taken place either in the strength of the winds or the character of the rainfall.

Winds have been fairly normal both in direction and intensity over the greater part of India, and temperature has been in defect in most provinces. The mean temperature of the week for the whole of India showed a large fall as compared with that of the previous week, being 1·8° in defect of the normal, while last week it was 1·6° in excess.

Daily Summary.—*Sunday.*—Pressure had decreased in the Peninsula and Bengal by small amounts, and had increased in the Gangetic plain and Central India. It was in considerable excess in the North-Western Provinces North-Eastern India, Orissa, and the eastern districts of the Central Provinces. Winds were still abnormal in direction at Bombay and Veraval due to the disturbed area passing across the north of the Arabian Sea. Temperature had decreased over the whole of North-Western and Central India, and humidity had increased largely in the North-Western Provinces, the South Punjab, Rajputana, and Central India. Rain had fallen on the coast and at several of the stations in the interior. Ratnagiri received 3·99 inches, Mormugao 3·73 inches, Goa 3 inches, Karwar 2·61 inches, Moulmein 2·15 inches, and several other stations amounts exceeding one inch.

Monday.—Pressure changes were irregular, and the distribution of pressure remained practically unaltered. Moderate monsoon winds prevailed on the West Coast, and were fairly normal in direction at Bombay and Veraval, the disturbance in the Arabian Sea having ceased to exert any influence on them. Temperature continued to decrease rapidly in North-Western India, and was 4° in defect in

the North-Western and Central Provinces, where moderate to heavy rain had fallen during the previous twenty-four hours. Rain had fallen generally over the greater part of India. The largest amounts were recorded in the Konkan, Central Provinces, Circars, Orissa, the South-East Punjab, and the adjacent districts of the North-Western Provinces. Ratnagiri received 5·39 inches, Saugor and Bombay amounts exceeding 4 inches, and Mangalore, Mormugao, Khandwa, Chanda, Chakrata, and Delhi amounts exceeding 3 inches. Several other stations reported falls between 1 and 3 inches.

Tuesday.—Pressure had fallen over nearly the whole of India, the fall being brisk to rapid in the North-Western Provinces, Bengal, and Upper Burma, and a belt of low pressure stretched from Sind to West and South Bengal. Pressure was in considerable excess in the Punjab and was in slight defect in South-East Bengal, where a shallow depression was shown with a feeble but well marked cyclonic circulation of winds. Temperature had decreased everywhere, except in Bengal, and was in defect over nearly the whole of India. Showers of rain were reported from all provinces except the Punjab plains, Sind, Bihar, Chota Nagpur, and the eastern districts of the Central Provinces. In Bengal and the North-Western Provinces showers were local rather than general. Tavoy received 4·08 inches, Karwar 3·93 inches, Mormugao 3·93 inches, Goa 3·70 inches, and several other falls were reported between 1 and 3 inches in amount.

Wednesday.—Pressure had fallen rapidly in Bengal, Cachar, and Arakan, intensifying the depression in South-East Bengal, where pressure was nearly a quarter of an inch below the normal. Pressure was in more or less defect over nearly the whole of India owing to an accompanying rapid fall in North-Western India, where high pressure conditions had given way. Pressure was more than one-sixth of an inch in defect in Gujarat, and winds had a cyclonic tendency in that area. Temperature had increased rapidly in the Punjab and North-Western Provinces, but was still in defect over nearly the whole country. Heavy rain had fallen at Akyab (4·69 inches) and Chittagong (3·13 inches), and several falls of over 2 inches were reported from Burma and the West Coast districts.

Thursday.—The Bengal depression had drifted westwards, and its centre was a little to the north of Jessore. Pressure had fallen briskly in the South-West Punjab and Upper Sind, and a shallow depression covered that area. Steep gradients prevailed, especially over the Bay of Bengal. The threatened depression in Gujarat had not developed any further, but the winds continued to show a cyclonic tendency. Temperature was in slight excess in the Punjab and in general defect elsewhere. Chittagong continued to receive heavy rain (4·0 inches), and Barisal reported a fall of 4·43 inches. Light to moderate rain fell generally in Burma, Bengal, Assam, the West Coast districts, and Central India. Light local showers were also received in the North-Western and Central Provinces. Silchar, Rajkot, and Veraval reported falls between 2 and 3 inches.

Friday.—Pressure had risen briskly to rapidly in North-Western India, and was normal or in slight excess in that area. The Bengal depression had moved about 200 miles westward with its centre near Chaibassa. Temperature continued in slight excess in the Punjab, and was either normal or in defect elsewhere. Rain fell generally in Burma, Bengal, the West Coast districts, the Central Provinces, and Central India, but the falls were not as large as they had been for some days past. The heaviest showers were 2·96 inches at Rajkot and 2·25 inches at Akyab.

Saturday.—The depression had advanced as far as Baghelkhand and the adjacent districts of the North-Western and Central Provinces, and its centre was a little to the south of Sutna. It had apparently partially filled up during the previous twenty-four hours. Pressure had again fallen briskly in Gujarat and the Konkan and was largely in defect in North Bombay, and winds had shifted at Surat and Ahmedabad, indicating a renewed cyclonic tendency in Gujarat. Winds were very light in Lower Burma, several of the coast stations reporting calms at 8 A.M. Temperature changes were small, except in Bengal, where temperature had risen slightly, and in the Central Provinces, where it had fallen briskly. Rain was heavier in Burma and the Central Provinces. Falls exceeding 2 inches were reported from Tavoy (5·1 inches), Rajkot (4·57 inches), Saugor (4·36 inches), Akyab (2·45 inches), and Raipur (2·21 inches).

Temperature.—The Punjab received rain on the 11th, which caused a rapid decrease of temperature on that day and the day following; but, as practically no rain fell in that province during the rest of the week, temperature rose again, and was in slight excess of the normal on the last three days of the week. Temperature was also in excess on most days of the week in Sind, but in East Rajputana, where an unusually large amount of rain had fallen, temperature was reduced to largely below the normal. On the 12th the deficiency in this area for the previous twenty-four hours amounted to 7·7°. Temperature has been most largely in defect throughout the week in Central India and the North-Western and Central Provinces. The variations from the normal have been smallest in Burma, Bengal, Assam, and Madras. The mean temperature for the week was normal in Burma, the Punjab, and Madras. It was in slight defect in Bengal and Assam, Bombay, Sind, and Rajputana, and was most in defect in the North-Western Provinces and Oudh, Central Provinces and Berar, and Central India and Gujarat.

The mean temperature for the whole of India was normal on the 10th, decreased rapidly till the 12th, when it was 4° below the normal, and continued in defect to the end of the week. For the whole week it was 1·8° in defect.

The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

Province.	June 1894.							Mean variation of week.
	10th.	11th.	12th.	13th.	14th.	15th.	16th.	
	°	°	°	°	°	°	°	°
Burma	−0·7	−0·5	−1·6	−1·2	−1·4	−0·2	+0·3	−0·8
Bengal and Assam	+0·1	−1·6	−0·2	−0·1	−1·5	−2·4	−1·4	−1·0
North-Western Provinces and Oudh	+1·5	−4·2	−5·7	−3·1	−1·9	−3·8	−3·4	−2·9
Punjab	+4·9	−2·2	−6·1	−2·0	+1·0	+1·7	+1·1	−0·2
Bombay	−0·8	−1·6	−4·3	−2·2	−1·8	−0·1	+0·2	−1·5
Central Provinces and Berar	−1·1	−4·1	−5·5	−5·1	−3·0	−1·8	−3·5	−3·4
Central India and Gujarat	−0·3	−3·3	−5·2	−5·4	−4·5	−4·8	−5·7	−4·2
Sind and Rajputana	−1·3	−2·9	−4·2	−3·2	−0·7	−0·2	−0·1	−1·8
Madras	+1·7	−1·2	−2·8	−1·6	−0·3	+0·4	−1·1	−0·7
Mean for whole of India	+0·4	−2·4	−4·0	−2·7	−1·6	−1·2	−1·5	−1·8

Rainfall.—The table at the close shows that every division of the country received rain during the past week. The largest average falls for the district were recorded in Tenasserim with an average fall of 15·73 inches, Arakan 13·69 inches, and the Konkan 12·79 inches. The rainfall of the week was generally in defect in Bengal, Oudh, Malabar, and Madras. The largest absolute excess was in the Konkan and Tenasserim, and the largest absolute defect in Cachar.

For the period ending 16th June the rainfall was in defect in Bengal, Central Burma and Arakan, Oudh, the submontane and north-western districts of the Punjab, Berar, Khandesh, Malabar, Mysore, Coorg, and Madras. The largest excess expressed as a percentage of the normal rainfall of the period was in Kathiawar and Gujarat, where moderately heavy rain fell during the week, Karva registering a fall of over 4 inches on the 11th and Pardi (also in Gujarat) receiving a total of over 18 inches during the week.

Several stations in the Konkan, Bombay Deccan, Tenasserim, and Akyab have received large amounts of rain during the week. The largest amounts are the following: Rajapur (Ratnagiri) 23·63 inches, Colaba (Alibag) 20·45 inches, Thaton (Tenasserim) 18·92 inches, Bavda (Kolhapur) 18·37 inches, Rathedaung (Akyab) 18·22 inches, and Pardi (Gujarat) 18·21 inches.

PROVINCE.	DIVISION.	Rainfall data for week ending June 16th, 1894. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from June 3rd to June 16th, 1894. Average actual rainfall of season to date.	Average normal rainfall, June 3rd to June 16th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	15·73	10·66	+ 5·07	26·05	20·08	+ 30
	Lower Burma	5·12	4·23	+ 0·89	9·05	8·72	+ 4
	Central Burma	3·96	3·73	+ 0·23	6·34	7·80	— 19
	Upper Burma	0·56	?	?	1·73	?	?
	Arakan	13·69	14·35	— 0·66	18·64	26·65	— 30
Bengal and Assam	Eastern Bengal	4·13	5·71	— 1·58	8·99	10·14	— 11
	Assam (Surma)	4·18	9·50	— 5·32	16·36	16·84	— 3
	Do. (Brahmaputra)	1·97	4·00	— 2·03	5·01	7·52	— 33
	Deltaic Bengal	3·53	2·66	+ 0·87	5·74	5·04	+ 14
	Central Bengal	1·89	2·61	— 0·72	4·41	4·53	— 3
	North Bengal	2·37	6·52	— 4·15	7·78	11·07	— 30
	Orissa	2·81	1·68	+ 1·13	3·40	2·82	+ 21
	Chota Nagpur	3·90	1·85	+ 2·05	4·95	2·86	+ 73
	Bihar (South)	1·63	1·46	+ 0·17	1·65	1·85	— 11
	Do. (North)	1·85	2·26	— 0·41	2·96	3·13	— 5
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·19	0·97	+ 0·22	1·19	1·18	+ 1
	Do. (Submontane) (*a*)	1·22	1·39	— 0·17	1·85	1·52	+ 22
	Oudh (South)	0·67	0·80	— 0·13	0·68	1·03	— 34
	Do. (North)	0·64	0·94	— 0·29	0·76	1·30	— 42
	North-Western Provinces (Central).	1·03	0·74	+ 0·29	1·10	0·92	+ 20
	North-Western Provinces (West).	0·93	0·43	+ 0·50	0·94	0·62	+ 52
	North-Western Provinces (Submontane) (*b*)	2·23	0·93	+ 1·30	2·32	1·47	+ 58
Punjab	Punjab (South)	0·44	0·17	+ 0·27	0·44	0·36	+ 22
	Do. (Central)	1·22	0·24	+ 0·98	1·22	0·42	+ 190
	Do. (Submontane)	0·39	0·36	+ 0·03	0·39	0·62	— 37
	Do. (Hill Districts)	2·43	1·43	+ 1·00	2·43	2·31	+ 4
	Do. (North-West)	0·33	0·29	+ 0·04	0·33	0·47	— 29
	Do. (West)	0·37	0·12	+ 0·25	0·37	0·19	+ 95
Bombay and Malabar Coast Districts (Madras).	Malabar	7·14	9·18	— 2·04	16·47	19·21	— 14
	Madras (South Central)	0·60	1·56	— 0·96	1·44	2·76	— 48
	Coorg	7·50	6·23	+ 1·27	10·13	12·46	— 19
	Mysore	0·60	1·22	— 0·62	1·34	2·38	— 44
	Konkan	12·79	6·95	+ 5·84	17·10	12·57	+ 36
	Bombay Deccan	1·91	1·28	+ 0·63	3·78	2·95	+ 28
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·92	1·19	— 0·27	2·36	2·65	— 11
Central Provinces and Berar.	Berar	2·51	1·81	+ 0·70	3·44	3·65	— 6
	Central Provinces (West)	2·05	1·72	+ 0·33	2·84	2·73	+ 4
	Ditto (Central)	2·19	1·73	+ 0·46	2·65	2·33	+ 14
	Ditto (East)	3·36	1·97	+ 1·39	4·01	2·87	+ 40
Bombay (North)	Gujarat	4·59	0·87	+ 3·72	5·22	1·36	+ 284
	Kathiawar	4·52	0·49	+ 4·03	4·55	0·70	+ 550
	Sind	0·07	0·03	+ 0·04	0·07	0·06	+ 17
Rajputana and Central India.	Central India (East)	1·51	1·65	— 0·14	2·04	2·92	— 30
	Rajputana (East), Central India (West).	1·92	0·72	+ 1·20	2·04	1·37	+ 49
	Rajputana (West)	1·52	0·51	+ 1·01	1·52	0·72	+ 111
Madras	East Coast (North)	1·45	1·13	+ 0·32	2·33	1·85	+ 26
	Ditto (ditto) (*a*)	0·75	2·36	— 1·61	3·00	4·58	— 34
	Hyderabad (South)	0·41	1·12	— 0·71	1·14	2·00	— 43
	Madras (Central)	0·04	0·74	— 0·70	0·78	1·41	— 45
	East Coast (Central)	0·81	0·64	+ 0·17	1·25	1·33	— 6
	Ditto (South)	0·09	0·43	— 0·34	0·58	1·02	— 43
	Madras (South)	0·04	0·27	— 0·23	0·09	0·64	— 86

Simla, *21st June 1894.*

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 16th June.*—Rainfall good in Circars and seasonable on the West Coast; light showers in most other districts. Cultivation and sowing in progress generally. Most of the standing crops are good, but need rain in parts. Irrigation water still scanty. Pasturage scarce, but fodder sufficient. Prices remain at high level, and are rather dearer in some of the Southern districts.

Bombay.—*For week ending 20th June.*—Rain throughout the Presidency; more required in two districts. Preparation of lands for next season progressing in parts of ten districts and stopped in one owing to continual rain. Sowing general, but retarded in parts of four districts owing to deficiency or excess of moisture. Agricultural stock poor and fodder insufficient in parts of two districts. Prices steady, except in parts of two districts. Numbers on relief works: Baroda, 1,127.

Bengal.—*For week ending 16th June.*—The monsoon rains have commenced over the province, and present agricultural prospects are favourable. Cultivation is now general and well forward. Sowings of early rice and jute are nearly complete. The sowing of other autumn crops and of winter rice is in progress. Sugarcane and indigo have benefited by the rain in Bihar. The millets are being harvested with good outturn. The supply of fodder and water is sufficient. The price of common rice is generally normal, except in the Eastern districts, where it is still high. In Tipperah distress continues to be reported from the Bramanbaria sub-division, and also to some extent from the Sadr sub-division.

North-Western Provinces and Oudh.—*For week ending 20th June.*—Rain has been general during the week. Preparations for the autumn crops are in active progress. In two districts sowings have begun. Supplies are ample. Prices fairly steady.

Punjab.—*For week ending 20th June.*—Rain fell over the whole province. Harvesting of spring crops nearly over. Ploughings and sowings of autumn crops commenced. Irrigation of sugarcane and cotton in progress. Extra spring crops in good condition. Prospects of autumn crops good. Slight hail fell in parts of Dera Ismail Khan, but no damage has been caused. Cattle in good condition, and fodder sufficient throughout the province. Prices rising in Delhi, continue high in Umballa and Rawalpindi, normal in four other districts, and low elsewhere.

Central Provinces.—*For week ending 20th June.*—Rain has been general; light in the Nagpur country, and heavier in the Nerbudda valley and Chhattisgarh.

Saugor has again registered as much as 5 inches. In Saugor the numbers on relief works have risen to 7,700, of which 1,566 are men. In Damoh they have fallen and are now only 1,333. No gratuitous relief. Both districts continue to import largely, Saugor receiving 26,400 maunds at three out of the five stations in the district, and Damoh receiving by road 17,200 maunds. Cart freights to Damoh have nearly trebled. Prices remain stationary at Saugor, where wheat sells at 14 seers and gram at 18. In Damoh they have risen, and are respectively $10\frac{5}{8}$ and $13\frac{3}{4}$ seers. In the adjacent districts they are stationary, wheat selling at 15 seers in Jabalpur, at $13\frac{1}{2}$ seers in Narsinghpur, and at 16 seers in Hoshangabad, and gram at 24, 24 and $22\frac{1}{2}$ seers respectively. Prospects for the autumn harvest continue to be generally favourable.

Burma.—*For week ending 16th June.*—Rainfall general, except in two districts. In Lower Burma ploughing for the main paddy crop is general, but is delayed in one district by cattle-disease. In Upper Burma reaping of dry-weather paddy is almost completed. Transplanting and sowing of early wet-weather paddy progressing, and ploughing for main wet-weather paddy and other crops commenced. Standing crops in good condition, but some damage from floods is reported in one district. Fodder and water-supply sufficient. Prices low with rising tendency.

Assam.—*For week ending 19th June.*—Weather warm. Sowing of late rice seedlings and ploughing for late rice progressing. Tea backward in Cachar and Nowgong. Condition of cattle fair. Fodder abundant, except in parts of Sylhet, and water sufficient.

Mysore and Coorg.—*For week ending 20th June.*—MYSORE: Slight rain throughout the Mysore State. Crops and prospects good. Prices slightly risen in three districts.

COORG: Rainfall heavy. Sowing of rice commenced. Prospects of *ragi* (*Eleusine coracana*), coffee, and cardamom fair. Fodder and water for cattle abundant. Prices continue normal.

Berar and Hyderabad.—*For week ending 20th June.*—BERAR: Rainfall good. Weather warm and cloudy. Land under preparation for autumn sowings. Cotton sowing commenced in five districts. Fodder reported insufficient in Akola and Ellichpur. General rise in the price of food-grains in Wun.

HYDERABAD: Rainfall slight. Lands are being prepared for the sowing of autumn crops. Prices stationary.

Central India.—*For week ending 20th June.*—Rain fell in all parts of Central India during the week; more rain wanted in Baghelkhand and parts of Gwalior. Autumn operations in progress nearly everywhere. Agricultural stock indifferent in Gwalior; in fair condition elsewhere. Pasturage good and sufficient generally. Prices of food-grains rising slightly in parts of Gwalior and Bhopal; at normal in other Agencies.

Rajputana.—*For week ending 20th June.*—Rainfall generally good throughout Rajputana. Agricultural operations commenced in some States.

Agricultural stock generally good. Pasturage or fodder sufficient. Prices rising in four States, falling in one, fluctuating in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 19th June.*—Rain at end of week. River rising. Reaping of barley commenced in some places. Prices still tending to fall.

JAMMU PROVINCE.—*For week ending 20th June.*—Weather stormy with heavy rain. Standing crops in good condition. Fodder sufficient. Prices continue normal.

Nepal.—*For week ending 16th June.*—Weather showery. Prospects good, but crops require more rain.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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 April 1894, and from 1st January to 30th April 1894, compared with the corresponding periods of the years 1892 and 1893.

Articles, and whence exported.	Total of month.									Total from January 1st, including total of month.												Articles, and whence exported.
	Calcutta.			Bombay Town.			Karachi.			Total.			Calcutta.			Bombay Town.			Karachi.			Total.		
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	
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
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
COTTON, RAW—																									COTTON, RAW—
Madras ...	...	...	...	9	475	335	...	...	...	9	475	335	...	...	...	27	475	2,544	...	...	...	27	475	2,544	Madras.
Bombay ...	...	...	...	10,18,072	8,66,265	5,83,656	...	...	...	10,18,072	8,66,265	5,83,656	...	...	242	22,63,183	18,71,193	19,07,487	...	...	...	22,63,183	18,71,193	19,07,729	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,30,341	96,146	2,47,192	1,30,341	96,146	2,47,192	Sind.
Bengal	8,060	9,713	7,085	...	...	...	33,183	23,743	60,261	33,183	23,743	60,261	37,260	49,440	27,910	...	19	...	...	...	...	37,260	49,459	27,910	Bengal.
N.-W. P. & O. ...	27,793	18,921	38,911	...	...	...	...	...	...	8,060	9,713	7,085	1,29,679	1,20,074	3,14,888	1,16,880	1,89,811	2,31,383	..	...	...	2,46,559	3,09,885	5,46,271	N.-W. P. & O.
Punjab	...	13,156	5,224	14,990	20,373	11,735	...	...	...	42,783	39,294	50,646	1	38,714	41,073	927	60,225	61,698	9,646	1,66,225	1,44,588	10,574	2,65,164	2,47,359	Punjab.
Cent. Provs. ...	3,547	2,308	1,411	349	4,150	8,215	850	44,632	25,602	1,199	61,938	39,041	5,601	3,887	7,784	47,538	72,338	1,03,887	...	...	...	53,139	76,225	1,11,671	Cent. Provs.
Berar	2,451	1,022	...	11,787	10,667	19,998	...	...	...	15,334	13,035	21,409	9,345	1,306	4,034	12,05,694	6,73,949	8,86,916	...	...	...	12,15,039	6,75,255	8,90,950	Berar.
Assam	1,676	4,312	2,172	3,63,380	2,02,323	1,36,374	...	...	...	3,65,831	2,03,345	1,36,374	12,977	25,645	19,966	...	...	...	...	...	...	12,977	25,645	19,966	Assam.
Raj. & C. I. ...	6,145	3,749	6,748	...	...	...	...	...	...	1,676	4,312	2,172	8,385	8,603	23,502	3,79,024	5,16,092	5,63,091	...	...	...	3,87,409	5,24,695	5,86,593	Raj. & C. I.
Nizam's Terry. ...	...	...	...	1,13,089	1,31,228	1,15,196	...	...	...	1,19,234	1,34,977	1,21,944	...	...	...	1,844	1,365	703	...	...	...	1,844	1,365	703	Nizam's Terry.
Mysore ..	...	...	...	1,490	3	294	...	...	...	1,490	3	294	...	...	...	...	474	40	...	...	...	...	474	40	Mysore.
	...	...	...	...	110	...	...	...	...	...	110	...													
TOTAL ...	49,672	53,241	61,551	15,23,166	12,35,594	8,75,803	34,033	68,375	85,863	16,06,871	13,57,210	10,23,217	2,03,248	2,47,669	4,39,399	40,15,117	33,85,941	37,57,749	1,39,987	2,62,371	3,91,780	43,58,352	38,95,981	45,88,928	TOTAL.
WHEAT—																									WHEAT—
Madras	...	...	...	...	...	4	...	...	...	...	...	4	...	...	...	...	...	90	...	...	...	...	...	90	Madras.
Bombay ...	...	...	...	4,25,982	6,87,260	2,26,636	...	...	...	4,25,982	6,87,260	2,26,636	...	...	...	7,16,659	10,90,299	4,66,895	...	...	...	7,16,659	10,90,299	4,66,895	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,01,121	2,33,518	6,37,150	5,01,121	2,33,518	6,37,150	Sind.
Bengal	2,36,919	93,261	52,900	...	...	...	1,41,656	82,110	1,47,134	1,41,656	82,110	1,47,134	4,39,359	1,58,071	79,830	1	...	...	...	...	...	4,39,360	1,58,071	79,830	Bengal.
N.-W. P. & O. ...	6,17,198	2,87,347	1,30,969	3,03,180	...	...	...	...	...	2,36,919	93,261	52,900	11,99,899	6,80,975	4,59,505	8,78,208	1,17,333	1,118	1,353	...	...	20,79,460	7,98,308	4,60,623	N.-W. P. & O.
Punjab	4,257	1,215	12,699	56,359	3,349	...	...	...	...	9,20,378	2,90,696	1,30,969	8,093	1,815	1,88,123	2,57,275	12,250	1,87,097	16,05,376	41,925	16,06,881	18,70,744	55,390	19,82,101	Punjab.
Cent. Provs. ...	969	15,172	378	12,34,480	6,91,108	1,72,163	3,79,616	1,650	2,72,726	4,40,232	2,865	3,15,403	3,285	89,757	27,797	22,24,312	14,98,153	6,78,244	...	...	...	22,27,597	15,87,910	7,06,041	Cent. Provs.
Berar	...	...	...	1,63,968	12,134	12,000	...	...	...	12,35,449	7,06,280	1,72,543	...	...	...	2,95,191	24,994	16,332	...	...	...	2,95,191	24,994	16,332	Berar.
Assam	...	...	...	...	...	...	...	...	...	1,63,968	12,134	12,000	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I. ...	1,266	...	...	2,26,371	1,96,480	31,618	...	...	...	2,27,637	1,96,480	31,618	1,578	1,856	...	5,26,526	4,28,331	2,46,685	...	...	...	5,28,104	4,30,187	2,46,685	Raj. & C. I.
Nizam's Terry. ...	...	...	...	2	1,223	...	...	...	...	2	1,223	...	...	...	...	2	1,675	...	...	...	...	2	1,675	...	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL ...	8,60,609	3,96,995	1,96,946	24,10,342	15,91,554	4,72,401	5,21,272	83,760	4,19,860	37,92,223	20,72,309	10,89,207	16,52,214	9,31,874	7,55,255	48,98,174	31,73,035	15,96,461	21,07,850	2,75,443	22,44,031	86,58,238	43,80,352	45,95,747	TOTAL.
LINSEED—																									LINSEED—
Madras	...	...	...	...	23,054	21,050	...	...	...	...	23,054	21,050	...	...	...	...	48,421	89,767	...	...	...	...	48,421	89,767	Madras.
Bombay	...	...	...	2,59,584	3,14,232	3,48,516	...	...	...	2,59,584	3,14,232	3,48,516	...	...	...	6,79,961	7,98,208	12,39,839	...	...	...	6,79,961	7,98,208	12,39,939	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	550	...	7	550	Sind.
Bengal	3,93,868	8,94,066	5,91,101	...	...	...	...	...	...	3,93,868	8,94,066	5,91,101	8,06,264	12,97,753	12,78,126	...	18	...	...	...	...	8,06,282	12,97,753	12,78,126	Bengal.
N.-W. P. & O. ...	4,25,237	3,93,676	3,35,537	55,177	1,09,307	1,31,108	...	...	...	4,80,414	5,02,983	4,66,645	6,70,821	4,60,331	5,17,696	62,545	1,14,124	1,68,894	...	...	...	7,33,366	5,74,455	6,86,590	N.-W. P. & O.
Punjab	1,477	...	...	...	82	...	...	...	...	1,477	82	...	1,477	...	686	...	115	...	...	60	12	1,537	127	1,297	Punjab.
Cent. Provs. ...	90,779	37,255	71,761	3,57,238	6,74,802	2,71,492	...	...	...	4,48,017	7,12,057	3,43,253	1,42,949	52,404	3,03,095	7,60,111	10,50,400	8,58,587	...	...	...	9,03,060	11,02,804	11,61,682	Cent. Provs.
Berar	...	...	6,150	2,64,301	2,83,776	1,56,561	...	...	...	2,64,301	2,83,776	1,62,711	...	...	10,680	8,60,638	6,27,709	10,87,848	...	...	...	8,60,638	6,27,709	10,98,528	Berar.
Assam	9,203	400	3,588	...	...	...	...	...	...	9,203	400	3,588	10,857	1,722	4,497	...	...	...	...	...	...	10,857	1,722	4,497	Assam.
Raj. & C. I. ...	69,030	21,169	36,311	4,11,205	3,26,787	4,66,144	...	...	...	4,80,235	3,47,956	5,02,455	1,15,728	40,098	96,483	5,00,937	4,15,259	7,19,975	...	...	...	6,16,665	4,55,357	8,16,458	Raj. & C. I.
Nizam's Terry. ...	...	...	...	88,796	82,838	90,956	...	...	...	88,796	82,838	90,956	...	...	...	3,24,739	2,71,430	4,44,044	...	...	...	3,24,739	2,71,430	4,44,044	Nizam's Terry.
Mysore ...	...	...	...	...	...	126	...	...	...	...	...	126	...	...	...	...	18	212	...	...	...	...	18	212	Mysore.
TOTAL ...	9,89,594	13,46,566	10,44,448	14,36,301	18,14,878	14,85,953	...	...	...	24,25,895	31,61,444	25,30,401	17,48,096	18,52,308	22,11,263	31,88,949	33,25,684	46,09,166	67	12	1,161	49,37,112	51,78,004	68,21,590	TOTAL.
INDIGO—																									INDIGO—
Madras	...	...	...	8	28	24	...	...	...	8	28	24	...	...	...	263	683	771	...	...	...	263	683	771	Madras.
Bombay	...	...	...	50	21	18	...	...	...	50	21	18	...	...	...	374	368	388	...	...	...	374	368	388	Bombay.
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	1,852	4,815	2,244	1,852	4,836	2,244	Sind.
Bengal	1,993	29	14	...	...	...	480	515	534	480	515	534	7,450	6,190	6,574	...	...	...	...	...	...	7,450	6,190	6,574	Bengal.
N.-W. P. & O. ...	37	3	...	...	...	...	...	...	...	1,993	29	6	3,864	549	3,144	39	141	141	...	...	...	3,903	690	3,285	N.-W. P. & O.
Punjab	...	...	...	...	...	...	6	...	...	37	3	...	...	...	248	5	3	1	1,842	1,774	1,591	1,847	1,777	1,849	Punjab.
Cent. Provs. ...	...	5	...	...	...	...	291	11	554	291	11	554	...	5	...	...	2	10	...	...	...	...	7	10	Cent. Provs.
Berar	...	...	...	...	...	...	7	...	...	...	5	7	...	...	...	...	...	...	...	...	...	...	...	...	Berar.
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam.
Raj. & C. I. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	549	571	620	...	...	...	549	571	620	Raj. & C. I.
Nizam's Terry. ...	...	...	...	9	...	...	...	...	...	9	...	...	...	...	...	1	...	...	...	...	...	1	...	...	Nizam's Terry.
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
TOTAL ...	2,030	37	14	67	49	55	771	526	1,088	2,868	612	1,157	11,314	6,744	9,966	1,231	1,789	1,931	3,694	6,589	3,835	16,239	15,122	15,732	TOTAL.

DEPARTMENT OF REVENUE AND AGRICULTURE:

Simla, the 20th June, 1894.

E. C. BUCK,

Secretary to the Government of India

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 10TH JUNE 1893, AND FROM 1ST JANUARY TO 9TH JUNE 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 10th June 1893. Mean mileage worked.	Week ending 10th June 1893. Earnings. Total.	Week ending 10th June 1893. Earnings. Per mile open per week.	Week ending 9th June 1894. Mean mileage worked.	Week ending 9th June 1894. Earnings. Total.	Week ending 9th June 1894. Earnings. Per mile open per week.	Earnings from 1st January to 10th June 1893.	Earnings from 1st January to 9th June 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	619	1,634	10,50,848	643	1,683	10,23,646	608	2,39,53,691	2,58,42,399	18,88,708	...
Bengal-Nágpur	180	863	1,35,749	157	862	1,18,305	137	37,31,519	39,31,191	1,99,672	...
Indian Midland	145	752	1,03,138	137	752	1,31,158	174	26,35,643	29,09,364	2,73,721	...
Bezwada Extension	96	21	1,709	81	21	2,144	102	47,544	48,196	652	...
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	4,61,681	272	1,719	5,58,130	325	1,18,17,479	1,29,65,541	11,48,062	...
South Indian	157	1,043	1,69,801	163	1,042	1,57,341	151	36,98,732	32,87,245	...	4,11,487
Southern Mahratta (*b*)	109	1,156	1,47,859	128	1,164	1,61,452	139	28,22,111	30,57,423	2,35,312	...
Bengal and North-Western (*c*)	162	756	1,21,543	161	756	1,30,630	173	28,91,778	28,60,062	...	31,716
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	16,388	73	215	16,760	78	3,72,692	4,60,904	88,212	...
Pálanpur-Deesa	...	...	...	...	17	910	54	...	19,119	19,119	...
Máyavaram-Mutupet	...	...	...	...	54	4,149	77	...	(*d*)33,950	33,950	...
TOTAL	272	8,147	22,08,716	271	8,285	23,04,625	278	5,19,71,189	5,54,15,994	34,44,805	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	229	2,509	6,04,044	241	2,507	6,44,038	257	1,31,52,987	1,45,99,052	14,46,065	...
Oudh and Rohilkhand (state)	272	692	1,65,882	240	741	1,94,316	262	43,95,643	48,51,495	4,55,852	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,69,935	219	813	1,98,450	244	44,41,174	52,53,255	8,11,781	...
Bengal Central (*f*)	120	125	15,249	122	125	16,070	129	3,52,983	3,52,978	...	5
East Coast (state)	51	91	5,016	55	266	26,434	99	(*g*)84,432	5,62,714	4,78,282	...
Metre gauge—											
Burma (state)	224	728	1,22,500	168	730	1,25,123	171	38,67,060	34,50,484	...	4,16,576
Special gauges—											
Jorhát (state provincial)	46	25	1,174	59	25	1,730	69	26,504	26,157	...	347
Cherra-Companyganj (state provincial)	58	8	282	35	8	484	61	11,037	10,946	...	91
TOTAL	231	4,955	10,84,382	219	5,215	12,06,645	231	2,63,32,120	2,91,07,081	27,74,961	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	610	1,490	9,05,281	608	1,490	7,13,480	479	2,18,06,983	2,11,24,287	...	6,82,696
Bombay, Baroda and Central India	765	461	3,56,675	774	461	4,13,000	896	83,01,482	86,48,505	2,57,023	...
Madras	242	840	2,02,305	241	840	1,95,014	232	40,81,822	41,57,587	...	2,24,235
TOTAL	575	2,791	14,64,321	525	2,791	13,21,494	473	3,48,80,287	3,42,30,379	...	6,49,908
TOTAL (GUARANTEED AND STATE)	304	15,893	47,57,419	299	16,291	48,32,764	297	11,31,83,596	11,87,53,454	55,69,858	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	20,918	130	161	21,836	136	5,37,159	6,34,043	96,884	...
Tarkessur	277	22	5,583	254	22	5,807	264	1,47,746	1,58,203	10,457	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	8,241	123	67	9,454	141	1,81,696	2,22,358	40,662	...
Dibru-Sadiya	126	78	11,043	142	78	17,465	224	2,31,446	2,46,893	15,447	...
Special gauge—											
Darjeeling-Himalayan	237	51	13,415	263	51	13,559	266	2,74,845	2,72,204	...	2,641
TOTAL	155	379	59,200	156	379	68,121	180	13,72,892	15,33,701	1,60,809	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	58,651	176	333	69,326	208	13,41,524	13,91,911	50,387	...
The Gaekwar's Petlád	103	13	1,233	95	13	1,510	116	32,273	33,205	932	...
Rájpura-Bhátinda	124	108	13,020	121	108	15,859	147	3,09,695	3,67,003	57,308	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	104	331	40,622	123	362	39,829	110	7,85,872	7,17,389	...	68,483
The Gaekwar's Mehsána	80	93	6,377	69	93	9,840	106	1,77,076	2,12,123	35,047	...
Kolhápur	83	29	2,968	102	29	2,448	84	56,252	62,131	5,879	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,379	75	72	4,020	68	1,42,499	1,40,205	...	2,294
TOTAL	125	979	1,28,250	131	1,010	1,43,732	142	28,45,191	29,23,967	78,776	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	61,102	183	334	41,617	125	11,80,025	10,54,760	...	1,34,265
Jetalsar-Rájkot	24	46	2,761	60	46	3,091	67	(*j*)25,502	73,797	48,295	...
Jodhpur-Bickaneer	53	364	21,444	59	364	24,200	66	4,17,947	6,31,072	2,13,125	...
Special gauge—											
Morvi	70	94	7,998	85	94	9,985	106	1,50,186	1,64,316	14,130	...
TOTAL	93	838	93,305	111	838	78,893	94	17,81,660	19,23,945	1,41,285	...
GRAND TOTAL	282	18,089	50,38,174	279	18,518	51,23,510	277	11,91,84,330	12,51,35,067	59,50,728	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from 2nd April to 9th June 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Total earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*j*) Total earnings from 12th April to 10th June 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 21st June, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. X OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1893-94.	Week ending 10th June 1893. Mean mileage worked.	Week ending 10th June 1893. Earnings. Total.	Week ending 10th June 1893. Earnings. Per mile open per week.	Week ending 9th June 1894. Mean mileage worked.	Week ending 9th June 1894. Earnings. Total.	Week ending 9th June 1894. Earnings. Per mile open per week.	Earnings from 1st April to 10th June 1893.	Earnings from 1st April to 9th June 1894.	Increase.	Decrease.
State lines worked by companies.	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
Standard gauge—											
East Indian	602	1,634	10,50,848	643	1,683	10,23,646	608	1,07,92,354	1,12,93,926	5,01,572	...
Bengal-Nágpur	149	863	1,35,749	157	862	1,18,305	137	16,52,558	15,75,657	...	76,901
Indian Midland	132	752	1,03,138	137	752	1,31,158	174	11,92,194	13,55,215	1,63,021	...
Bezwada Extension	95	21	1,709	81	21	2,144	102	18,323	21,807	3,484	...
Metre gauge—											
Rajputana-Malwa (*a*)	261	1,699	4,61,681	272	1,719	5,58,130	325	53,66,254	61,11,122	7,44,868	...
South Indian	144	1,043	1,69,801	163	1,042	1,57,341	151	16,87,369	15,45,276	...	1,42,093
Southern Mahratta (*b*)	100	1,156	1,47,859	128	1,164	1,61,452	139	13,80,538	15,11,742	1,31,204	...
Bengal and North-Western (*c*)	132	756	1,21,543	161	756	1,30,630	173	13,35,026	14,09,363	74,337	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	16,388	73	215	16,760	78	1,63,104	1,97,918	34,814	...
Pálanpur-Deesa	41	...	...	...	17	910	54	...	8,979	8,979	...
Máyavaram-Mutupet	...	...	...	...	54	4,149	77	...	(*d*) 33,950	33,950	...
TOTAL	250	8,147	22,08,716	271	8,285	23,04,625	278	2,35,87,720	2,50,64,955	14,77,235	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	232	2,509	6,04,044	241	2,507	6,44,038	257	56,94,977	63,52,970	6,57,993	...
Oudh and Rohilkhand (state)	242	692	1,65,882	240	741	1,94,316	262	20,30,146	22,31,300	2,01,154	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	777	1,69,935	219	813	1,98,450	244	18,39,564	20,62,542	2,22,978	...
Bengal Central (*f*)	120	125	15,249	122	125	16,070	129	1,49,763	1,52,141	2,378	...
East Coast (state)	66	91	5,016	55	266	26,434	99	(*g*) 56,824	2,91,781	2,34,957	...
Metre gauge—											
Burma (state)	171	728	1,22,500	168	730	1,25,123	171	13,81,398	12,32,297	...	1,49,101
Special gauges—											
Jorhát (state provincial)	49	25	1,474	59	25	1,730	69	13,230	11,765	...	1,465
Cherra-Companyganj (state provincial)	54	8	282	35	8	484	61	4,647	4,975	328	...
TOTAL	225	4,955	10,84,382	219	5,215	12,06,645	231	1,11,70,549	1,23,39,771	11,69,222	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	510	1,490	9,05,281	608	1,490	7,13,480	479	1,02,41,214	88,72,964	...	13,68,250
Bombay, Baroda and Central India	638	461	3,56,675	774	461	4,13,000	896	43,28,710	43,96,507	67,797	...
Madras	238	840	2,02,365	241	840	1,95,014	232	20,33,571	19,28,962	...	1,04,609
TOTAL	449	2,791	14,64,321	525	2,791	13,21,494	473	1,66,03,495	1,51,98,433	...	14,05,062
TOTAL (GUARANTEED AND STATE)	277	15,893	47,57,419	299	16,291	48,32,764	297	5,13,61,764	5,26,03,159	12,41,395	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	150	161	20,918	130	161	21,836	136	2,56,200	3,12,542	56,342	...
Tarkessur	253	22	5,583	254	22	5,807	264	69,673	73,654	3,981	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	136	67	8,241	123	67	9,454	141	1,07,376	97,857	...	9,519
Dibru-Sadiya	130	78	11,043	142	78	17,465	224	1,08,696	1,08,427	...	269
Special gauge—											
Darjeeling-Himalayan	238	51	13,415	263	51	13,559	266	1,40,588	1,40,162	...	426
TOTAL	161	379	59,200	156	379	68,121	180	6,82,533	7,32,642	50,109	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	58,651	176	333	69,326	208	5,89,879	6,64,405	74,526	...
The Gaekwar's Petlád	92	13	1,233	95	13	1,510	116	14,275	16,683	2,408	...
Rájpura-Bhátinda	129	108	13,020	121	108	15,859	147	1,50,670	1,78,595	27,925	...
Metre gauge—											
Southern Mahratta (Mysore section) (*i*)	95	331	40,622	123	362	39,829	110	3,42,096	3,26,084	...	16,012
The Gaekwar's Mehsána	75	93	6,377	69	93	9,840	106	82,984	92,544	9,560	...
Kolhápur	77	29	2,968	102	29	2,448	84	24,458	31,612	7,154	...
Special gauge—											
The Gaekwar's Dabhoi	67	72	5,379	75	72	4,920	68	69,893	67,482	...	2,411
TOTAL	115	979	1,28,250	131	1,010	1,43,732	142	12,74,255	13,77,405	1,03,150	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	61,102	183	334	41,617	125	6,13,523	5,00,445	...	1,13,078
Jetalsar-Rájkot	60	46	2,761	60	46	3,091	67	(*j*) 25,502	35,248	9,746	...
Jodhpur-Bickaneer	54	364	21,444	59	364	24,200	66	1,78,701	2,75,239	96,538	...
Special gauge—											
Morvi	67	94	7,998	85	94	9,985	106	70,304	78,897	8,593	...
TOTAL	81	838	93,305	111	838	78,893	94	8,88,030	8,89,829	1,799	...
GRAND TOTAL	257	18,089	50,38,174	279	18,518	51,23,510	277	5,42,06,582	5,56,03,035	13,96,453	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from the 2nd April to 9th June 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Total earnings of the Bezwada-Godávari section.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*j*) Total earnings from 12th April to 10th June 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 21st June, 1894.*

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OFFICIAL PAPERS.

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

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 23rd, 1894.

General Summary.—The depression which at the close of last week had advanced as far as Sutna continued to move in a westerly direction, and by Sunday morning its centre was near Neemuch, where pressure was a sixth of an inch in defect. It apparently filled up during the next twenty-four hours after giving light to moderate rain to the western districts of the Central Provinces. The heaviest fall, however, was only 2·56 inches at Neemuch. The low pressure area in Gujarat, referred to in last week's summary, filled up the same day. What would appear to have been an entirely independent depression appeared covering Rajputana simultaneously with the disappearance of the depression from the Bay. By Tuesday morning this depression had advanced to the North and East Punjab, and a central depression area, in which pressure was nearly two-tenths of an inch in defect, lay along the foot of the hills between Sialkot, Lahore, and Ludhiana. Heavy rain fell in the area of the disturbance, Lahore reporting a total of 5·32 inches on the 19th and 20th, Chakrata 6·77 inches, Mussooree 4·89 inches, and Simla 4·20 inches. But the depression filled up during the next twenty-four hours, and during the rest of the week there was practically no rain in the Punjab plains and only local showers in the hills. Indications of possibly disturbed weather in the Bay showed themselves on the 17th and 18th, which on the 19th developed into a very shallow depression in Orissa and the eastern districts of the Central Provinces. The depression continued to develop slowly, and on the 21st had commenced to move in a west-north-west direction. It passed through Orissa, and had advanced as far

as Chota Nagpur by the close of the week. As in the case of the similar depression last week, the rainfall it gave rise to was small in amount, and the winds, though cyclonic in direction, were very feeble in intensity.

The rainfall of the week was mainly determined by the depressions above mentioned. The Bombay monsoon current showed a decided falling off on the West Coast, which was most noticeable in the Konkan; and the Central Provinces and Malabar were the only provinces to which it gave moderately heavy rain during the week. In North-Eastern India there was very little rain at the commencement of the week, but on the development of the cyclonic storm in the north-west angle of the Bay rainfall increased, and by Saturday morning fairly general rain was falling in Burma, Bengal, Assam, and Chota Nagpur.

Temperature was in defect in most provinces, and the mean temperature for the whole of India for the week was 1·9° below the normal.

Daily Summary.—*Sunday.*—Pressure had fallen briskly in the western districts of the Central Provinces, to which the depression of last week had advanced. Pressure continued in considerable defect in Gujarat and North Bombay. Winds were cyclonic in direction in the depression area and showed a cyclonic tendency in Gujarat, but elsewhere were fairly normal in direction and intensity. Rain amounting to more than two inches was reported from Ratnagiri (6·52 inches), Mercara (2·33 inches), Belgaum (2·13 inches), and Neemuch (2·56 inches).

Monday.—Pressure had fallen by large amounts in the Punjab and North Rajputana, and a shallow depression was shown covering Rajputana. Pressure had increased briskly in Gujarat and slightly in Central India, and the Bay of Bengal depression had apparently filled up. Winds were much lighter on the Bombay Coast and had shifted in direction, indicating that the Bombay monsoon current had fallen off in strength. Rain had fallen generally over the greater part of India, but the falls were chiefly small in amount. Jalpaiguri received 4·7 inches, Moulmein 2·48 inches, Akyab 2·21 inches, and Ahmedabad 2·75 inches.

Tuesday.—Pressure had given way rapidly in the North and East Punjab, and a depression, with pressure nearly two-tenths of an inch in defect, lay along the foot of the hills between Sialkot, Lahore, and Ludhiana, giving heavy rain at Lahore, Sialkot, and the contiguous hill stations. Pressure had also given way briskly in Orissa and Ganjam, and a very shallow depression was shown in Orissa and the eastern districts of the Central Provinces. Strong winds were blowing at the Upper India hill stations and on the Kathiawar and Cutch Coasts. The heaviest reported falls of rain were—at Lahore 4·94 inches, Tavoy 4·46 inches, Bickaneer 4·36 inches, Sialkot 2·8 inches, Chakrata 2·23 inches, Hazaribagh 2·29 inches, Mercara 2·15 inches, Roorkee 2·02 inches, and Ludhiana 2·01 inches.

Wednesday.—A very rapid increase of pressure had taken place in Upper India, and the Punjab depression had completely filled up. Pressure continued to decrease in Orissa and had also fallen in South-West Bengal, and the depression of the day before was shown covering the north-west angle of the Bay and Orissa. Winds continued feeble on the Konkan Coast. Heavy rain fell in Malabar, but only light showers in the Konkan and the Central Provinces. Heavy rain was again reported from the depression area in Upper India, Chakrata receiving 4·54 inches, Mussooree 3·52 inches, Simla 2·62 inches, and Dehra Dun 2·35 inches. The most noteworthy falls in other parts of India were Moulmein 6·88 inches, Calicut 4·78 inches, Silchar 4·57 inches, Mangalore 3·56 inches, Diamond Island 3·25 inches, and amounts exceeding two inches at Mercara, Balasore, and Tavoy.

Thursday.—The depression in the north of the Bay had developed slightly, and its centre was probably between Saugor Island and False Point. Moderate to heavy rain was received in Bengal, Burma, the Central Provinces, East Deccan, North Madras, and Malabar; but practically no rain fell over the whole of North-Western and Central India and North Bombay. Moulmein received 3·25 inches, and Rangoon, Diamond Island, Silchar, Sibsagar, Rajahmundry, Cocanada, Saugor, Hoshangabad, and Pachmarhi amounts exceeding two inches.

Friday.—Pressure had changed almost everywhere by only small amounts. The depression in North-Eastern India had advanced across the coast into Orissa, but it lacked concentration, its central depression area being characterized by great uniformity of pressure. Rain had fallen in only small amounts at most stations, the principal falls being Sibsagar 4·02 inches and Pachmarhi 2·04 inches. No other stations had received as much as two inches.

Saturday.—The depression had advanced as far as Chota Nagpur, but was not of much importance, as it continued to be of a diffused and feeble character. Pressure had increased briskly in the North and East Punjab and also in South Bengal, but elsewhere its changes were small and unimportant. The Bombay monsoon current was again feeble, and gave fairly general rain only in the Central Provinces. General rain had fallen in Burma, Bengal, Chota Nagpur, Bihar, the eastern districts of the North-Western Provinces, and the Upper India hill districts. Moulmein received 4·05 inches, Kindat 3·75 inches, Lucknow 3·37 inches, Mussooree 3·02 inches, Nagpur 2·85 inches, Murree 2·45 inches, and Dehra Dun 2·3 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

Province.	June 1894.							Mean variation of week.
	17th.	18th.	19th.	20th.	21st.	22nd.	23rd.	
	°	°	°	°	°	°	°	°
Burma	+0·6	+1·7	+1·2	+0·7	—2·1	—1·1	—0·2	+0·1
Bengal and Assam	—0·5	+0·2	+1·1	+1·7	+1·1	—0·9	—1·8	+0·1
North-Western Provinces and Oudh	—3·5	—3·6	—3·2	—5·9	—1·4	—1·2	—5·4	—3·5
Punjab	—1·7	—5·5	—8·5	—7·5	—3·5	+1·0	—0·4	—3·7
Bombay	+0·5	—0·8	+0·4	+0·9	+1·0	+1·3	+1·2	+0·6
Central Provinces and Berar	—5·1	—1·8	—2·0	—0·7	—5·0	—6·3	—7·8	—4·1
Central India and Gujarat	—3·9	—5·6	—4·1	—3·6	—2·8	—1·5	—2·8	—3·3
Sind and Rajputana	—0·3	—4·4	—7·5	—3·4	—2·2	—0·5	—1·0	—2·8
Madras	—0·1	+1·1	+1·7	+1·0	—2·9	—3·0	—1·4	—0·7
Mean for whole of India	—1·6	—2·1	—2·4	—1·9	—2·0	—1·4	—2·2	—1·9

Temperature has been steadily in defect throughout the week in the North-Western Provinces, Central Provinces, Central India, Sind, and Rajputana. Temperature has risen during the week to nearly normal in Burma, Bengal, Assam, and Bombay, and was less in defect in Central India than it was last week. The heavy rain received in the Punjab at the commencement of the week reduced the temperature of that province to largely below the normal, the deficiency on the 19th and 20th amounting to more than 7° and 8°; but

with the cessation of rain temperature rose rapidly, and on the 22nd was 1° in excess. The mean temperature of the week was normal in Burma, Bengal, Assam, Bombay, and Madras, and in moderate to considerable defect in the North-Western Provinces, Punjab, Central Provinces, Central India, Sind, and Rajputana. The defect was largest in the Central Provinces and Berar, where rain fell on every day of the week, the temperature being lowest at the close of the week, when the rainfall was heaviest.

For the whole of India the mean temperature was more or less in defect every day, the deficiency for the whole week amounting to 1·9°.

Rainfall.—The depression at the foot of the Punjab hills at the commencement of the week gave heavy rain to the Punjab, especially in the submontane and hill districts. The North-Western Provinces also had more rain than usual, but, unlike the Punjab, the rainfall was distributed throughout the week, there being only one day on which practically no rain fell. Heavy rain fell locally in the Konkan, Bombay, Deccan, and Malabar, but taken generally the rainfall on the West Coast fell off in amount considerably during the week. The Bombay monsoon current, however, continued to give good general rain to the Central Provinces and Berar, rain having fallen at every rain-gauge station in this area; but none of them reported any very heavy falls. In Bengal the rainfall of the week was generally in defect, except in the Brahmaputra Valley and Orissa, where a slight excess of the normal was received. The largest average fall of the week was again reported from Tenasserim, which received an average of 17·47 inches at its two stations of Moulmein and Thaton. The rainfall of the week was generally in excess of the normal in Tenasserim and Lower Burma, the North-Western Provinces, the Punjab, Rajputana, and the Central Provinces and Berar.

The variations from the normal of the rainfall of the period 3rd to 23rd June differ in no material respects from those of the week. An excess has been received in the provinces of the Punjab, North-Western and Central Provinces, and Berar, and also in the divisions of Tenasserim, Lower Burma, Orissa, Chota Nagpur, Coorg, the Konkan, the Bombay Deccan, Gujarat, Kathiawar, Rajputana, and the Madras East Coast (North). In all other divisions the rainfall is more or less in defect. The defect is absolutely greatest in Arakan, and most striking when considered as a percentage of the normal in South Madras.

The largest amounts of rain received during the week were the following:

West Coast districts.—Bavda (Kolhapur) 20·99 inches, Tellicherry (Calicut) 13·95 inches, Rajapur (Ratnagiri) 13·77 inches, and Karkal (South Kanara) 13·04 inches.

Punjab.—Dharamsala 19·41 inches, Dasuya (Hoshiarpur) 15·66 inches, Pathankote (Gurdaspur) 15·25 inches, Jullundur 14·05 inches, and Zira (Ferozepore) 13·42 inches.

Tenasserim.—Moulmein 18·17 inches, and Thaton 16·77 inches.

Snowfall.—An interesting report from a chauki on the Niti Pass leading into Thibet was received during the week from the Deputy Commissioner of the Garhwal district. The snowfall of the past winter is stated to have been abnormally heavy in the vicinity of the pass and also in Thibet, where it has been the cause of heavy loss in live stock. The accumulation of snow on the pass at the beginning of June was estimated at from 15 to 18 feet, and it was only with great difficulty that the pass was crossed lately by a few Thibetans, who say that they have never seen such snow.

PROVINCE.	DIVISION.	Rainfall data for week ending June 23rd, 1894. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from June 3rd to June 23rd, 1894. Average actual rainfall of season to date.	Average normal rainfall, June 3rd to June 23rd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	17·47	8·77	+ 8·70	43·52	28·85	+ 51
	Lower Burma	4·26	4·17	+ 0·09	13·30	12·89	+ 3
	Central Burma	2·73	3·41	— 0·68	9·06	11·21	— 19
	Upper Burma	1·40	?	?	2·92	?	?
	Arakan	6·98	13·69	— 6·71	25·62	40·34	— 36
Bengal and Assam	Eastern Bengal	2·45	5·05	— 2·60	11·45	15·19	— 25
	Assam (Surma)	8·09	10·29	— 2·20	24·45	27·12	— 10
	Do. (Brahmaputra)	4·70	3·56	+ 1·14	9·71	11·08	— 12
	Deltaic Bengal	2·21	2·89	— 0·68	7·95	7·93	0
	Central Bengal	1·33	2·97	— 1·64	5·74	7·50	— 23
	North Bengal	2·56	6·75	— 4·19	10·34	17·82	— 42
	Orissa	3·23	2·36	+ 0·87	6·63	5·18	+ 28
	Chota Nagpur	2·33	2·56	— 0·23	7·27	5·42	+ 34
	Bihar (South)	1·65	1·77	— 0·12	3·30	3·62	— 9
	Do. (North)	1·21	2·78	— 1·57	4·17	5·91	— 39
North-Western Provinces and Oudh.	North-Western Provinces (East)	1·46	1·18	+ 0·28	2·65	2·36	+ 12
	Do. (Submontane) (*a*)	1·81	1·51	+ 0·30	3·66	3·02	+ 21
	Oudh (South)	2·47	1·19	+ 1·28	3·14	2·21	+ 42
	Do. (North)	3·12	1·40	+ 1·72	3·88	2·70	+ 44
	North-Western Provinces (Central)	1·50	0·98	+ 0·52	2·50	1·91	+ 31
	North-Western Provinces (West)	0·78	0·74	+ 0·04	1·72	1·36	+ 26
	North-Western Provinces (Submontane) (*b*)	3·45	1·32	+ 2·13	5·57	2·66	+ 109
Punjab	Punjab (South)	3·81	0·52	+ 3·29	4·26	0·88	+ 384
	Do. (Central)	1·43	0·71	+ 0·72	2·66	1·17	+ 127
	Do. (Submontane)	7·81	0·84	+ 6·97	8·20	1·46	+ 462
	Do. (Hill Districts)	9·06	2·26	+ 6·80	11·49	4·57	+ 152
	Do. (North-West)	2·06	0·42	+ 1·64	2·39	0·89	+ 169
	Do. (West)	0·18	0·19	— 0·01	0·55	0·38	+ 45
Bombay and Malabar Coast Districts (Madras).	Malabar	6·76	7·79	— 1·03	23·23	27·00	— 14
	Madras (South Central)	0·04	1·01	— 0·97	1·48	3·77	— 68
	Coorg	9·22	6·23	+ 2·99	19·35	18·69	+ 4
	Mysore	0·63	0·97	— 0·34	1·98	3·35	— 41
	Konkan	5·56	6·09	— 0·53	22·66	18·66	+ 21
	Bombay Deccan	1·56	0·89	+ 0·67	5·35	3·84	+ 39
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0·67	0·85	— 0·18	3·03	3·50	— 13
Central Provinces and Berar.	Berar	2·65	1·81	+ 0·84	6·09	5·45	+ 12
	Central Provinces (West)	3·17	2·19	+ 0·98	6·00	4·91	+ 22
	Ditto (Central)	4·02	2·69	+ 1·33	7·06	5·02	+ 41
	Ditto (East)	3·83	2·70	+ 1·13	7·83	5·57	+ 41
Bombay (North)	Gujarat	1·67	1·72	— 0·05	6·89	3·08	+ 124
	Kathiawar	2·18	0·95	+ 1·23	6·73	1·64	+ 310
	Sind	0	0·05	— 0·05	0·07	0·11	— 36
Rajputana and Central India.	Central India (East)	1·64	1·79	— 0·15	3·67	4·71	— 22
	Rajputana (East), Central India (West)	1·71	0·92	+ 0·79	3·75	2·29	+ 63
	Rajputana (West)	3·88	0·50	+ 3·38	5·40	1·22	+ 343
Madras	East Coast (North)	1·67	1·30	+ 0·37	4·09	3·14	+ 27
	Ditto (ditto) (*a*)	2·73	1·76	+ 0·97	5·72	6·34	— 10
	Hyderabad (South)	0·36	1·19	— 0·83	1·40	3·13	— 53
	Madras (Central)	0·16	0·46	— 0·30	0·94	1·88	— 50
	East Coast (Central)	0·53	0·69	— 0·16	1·78	2·01	— 11
	Ditto (South)	0·22	0·39	— 0·17	0·80	1·41	— 43
	Madras (South)	0·02	0·18	— 0·16	0·11	0·82	— 87

SIMLA, *28th June 1894.*

W. A. BION,
Actg. Asst. Meteorological Reporter to the Government of India.

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

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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

Madras.—*For week ending 23rd June.*—Rainfall good on the West Coast, Nilgiris, and Circars, except Kistna; elsewhere, excepting the Southern districts and Trichinopoly and Coimbatore, light to moderate showers. Rain wanted in many districts, especially the Southern. Cultivation and sowing generally proceeding favourably. Standing crops good, but need rain in parts. Pasture improving and fodder abundant. Cattle in good condition. Prices continue at a very high level, and are rather dearer in many districts, chiefly in the southern half of the Presidency and in Ganjam.

Bombay.—*For week ending 27th June.*—Rain throughout the Presidency Proper; more required in four districts. Preparations for next season progressing in parts of fourteen districts. Sowing continues in parts of eighteen districts, but retarded in two owing to want of rain. Transplanting commenced in parts of two districts. Agricultural stock poor and fodder insufficient in parts of two districts. Prices steady, except in parts of one district. Numbers on relief works: Baroda, 243.

Bengal.—*For week ending 23rd June.*—Rain fell generally, but the amount received is below normal, except in Orissa and Chota Nagpur. At the close of the week monsoon conditions were more strongly developed. Prospects of all standing crops, including early rice and jute, continue favourable. The harvesting of early rice and jute has begun in parts of North and East Bengal. Cattle are generally in good condition, and fodder and water are plentiful. The price of common rice is high in the Eastern districts; elsewhere normal. In Tipperah slight distress continues to be reported from parts of the Brahmanbaria sub-division and from thana Muradnagar in the Sadr sub-division. In this area the rainfall has been satisfactory, and a bumper early rice and jute crop is expected.

North-Western Provinces and Oudh.—*For week ending 27th June.*—The rainfall has been general and somewhat heavy in many districts. Agricultural operations have begun everywhere. Sugarcane is flourishing. Supplies are ample. Prices generally steady.

Punjab.—*For week ending 27th June.*—Rain has fallen in all but three districts. Spring crops are being gleaned. Ploughings and sowings of autumn crops commenced. Standing crops are in good condition, and prospects are said to be good to average. Recent rains are beneficial. Crops on the banks of the Ravi river are greatly damaged by the recent heavy floods. The Indus in Dera Ismail Khan is also in flood. An insect called *muchhal* (a cricket of the genus *gryllodes*) is causing much damage in parts of Dera Ismail Khan. Cattle are generally in good condition, and fodder is sufficient throughout the province. Prices high in three districts, and rising in two others; low in five districts, normal in one, and falling in two others.

Central Provinces.—*For week ending 27th June.*—The rainfall has been heavy throughout the provinces. Saugor has registered as much as 12 inches and Damoh 5 inches. In Saugor the number on relief works for three tahsils is 5,598, of which 1,384 are men; figures for Saugor tahsil not received. In Damoh the number has fallen, and stands at 1,323 persons. No gratuitous relief. Saugor imported 39,236 and Damoh 14,952 maunds of grain. Prices remain almost stationary at Saugor, and are now—wheat 13¾, gram 18½, and rice 10 seers, and in Damoh wheat sells at 10⅝ seers, gram at 13 2/16, and rice at 10 11/16. In the adjacent districts they are stationary, wheat selling at 15 seers in Jabalpur,

at 13½ seers in Narsinghpur, and at 16 seers in Hoshangabad; gram at 23, 24 and 20¼ seers respectively, and rice at 9 seers in Narsinghpur. Sowing and transplanting of rice in progress in Chhattisgarh.

Burma.—*For week ending 23rd June.*—Rainfall general, and, except in one district, sufficient for the present. Ploughing for the main paddy crop has become general throughout the province, and nurseries for the same crop are under preparation in several districts. Cotton, maize, and sesamum are being sown. Standing crops are promising, but damage has been done by floods in one district. Fodder and water-supply sufficient. Prices below normal, but with rising tendency.

Assam.—*For week ending 26th June.*—Weather seasonable. Sowing of late rice seedlings and ploughing for late rice continue. Prospects of tea good in Sylhet; backward in Nowgong and Sibsagar. Blight is reported from Cachar. Condition of cattle fair and fodder abundant, except in parts of Sylhet. Water sufficient.

Mysore and Coorg.—*For week ending 27th June.*—MYSORE: Slight rain in parts. Standing crops in good condition. Harvesting of rice continues. Prices fallen in one district.

COORG: Rainfall good. Sowing of rice continues. Prospects of *ragi* (*Eleusine coracana*), coffee, and cardamom fair. Fodder and water for cattle abundant. Prices continue normal.

Berar and Hyderabad.—*For week ending 27th June.*—BERAR: Rainfall good. Weather hot and cloudy. Land being prepared for next rain crop. Cotton sowing in progress throughout the province. Insufficiency of fodder still continues in the Akola and Ellichpur talukas. Water-supply adequate. Prices risen in Buldana and Wun.

HYDERABAD: Rainfall moderate during the week. Lands are being prepared for the sowing of autumn crops. Prices continue normal.

Central India.—*For week ending 27th June.*—Rain fell throughout Central India during the week; the fall was sufficient. In parts of Gwalior and the Neemuch district sowing has commenced, and is in progress elsewhere. Agricultural stock in indifferent condition in Gwalior, Bhopal, and parts of Goona; in fairly good condition in other Agencies. Pasturage good and sufficient generally. Prices rising above normal in Bhopal and parts of Gwalior and Bhopawar; continue at normal in other Agencies.

Rajputana.—*For week ending 27th June.*—Good rainfall in Marwar, Kherwara, Pertabgarh, Meywar, Kotah, Harowti, Ajmere, Kishengarh, and Kerauli; slight rain elsewhere. Agricultural operations going on. Agricultural stock generally good and pasturage or fodder sufficient. Prices risen in two States, fluctuating in two, falling in two, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 26th June.*—Steady rain for two days in the week. Barley and wheat standing crops especially have suffered by floods in villages along the river, which is now going down. Prices continue normal.

JAMMU PROVINCE.—*For week ending 27th June.*—Slight rain. Weather cloudy. Ploughing for autumn crops in progress. Standing crops in fair condition. Fodder sufficient. Prices rising.

Nepal.—*For week ending 23rd June.*—Heavy showers throughout the week. Prospects good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 17TH JUNE 1893, AND FROM 1ST JANUARY TO 16TH JUNE 1894.

N.B.—As regards the figures in column *Total Earnings from 1st January 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week during the 1st-half of 1893.	Week ending 17th June 1893.			Week ending 16th June 1894.			Earnings from 1st January to 17th June 1893.	Earnings from 1st January to 16th June 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	619	1,634	9,38,476	574	1,683	9,99,403	594	2,48,92,167	2,68,08,536	19,16,369	...
Bengal-Nágpur	180	863	1,05,136	122	862	94,421	110	38,36,255	40,27,127	1,90,872	...
Indian Midland	145	752	1,03,424	138	752	1,30,369	173	27,39,067	30,39,733	3,00,666	...
Bezwada Extension	96	21	1,009	48	21	1,918	91	48,553	50,648	2,095	...
Metre gauge—											
Rajputana-Malwa (*a*)	296	1,699	4,31,745	254	1,719	4,95,430	288	1,22,49,224	1,34,28,403	11,79,179	...
South Indian	157	1,043	1,53,844	148	1,042	1,61,763	155	38,52,576	34,50,045	...	4,02,531
Southern Mahratta (*b*)	109	1,156	1,33,571	116	1,164	1,56,786	135	29,55,682	32,12,688	2,57,006	...
Bengal and North-Western (*c*)	162	756	1,01,984	135	756	1,19,010	157	29,93,762	29,83,867	...	9,895
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	223	14,927	67	215	14,411	67	3,87,619	4,75,315	87,696	...
Pálanpur-Deesa	...	...	...	...	17	810	48	...	19,963	19,963	...
Máyavaram-Mutupet	...	...	...	...	54	4,141	77	...	(*d*)38,357	38,357	...
TOTAL	272	8,147	19,84,116	244	8,285	21,78,462	263	5,39,55,305	5,75,34,682	35,79,377	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	229	2,509	6,01,231	240	2,507	6,19,912	247	1,37,54,218	1,52,19,095	14,54,877	...
Oudh and Rohilkhand (state)	272	692	1,64,757	238	797	2,14,991	270	45,60,400	50,73,528	5,13,128	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	250	777	1,73,783	224	813	2,02,410	249	46,15,257	54,59,188	8,43,931	...
Bengal Central (*f*)	120	125	13,726	110	125	21,860	175	3,66,709	3,74,294	7,585	...
East Coast (state)	55	91	(*g*) 3,271	36	266	25,332	95	(*g*)87,703	5,88,040	5,00,343	...
Metre gauge—								o			
Burma (state)	224	728	1,18,794	163	730	1,05,467	144	39,85,854	35,55,951	...	4,29,903
Special gauges—											
Jorhát (state provincial)	46	25	1,919	77	25	1,631	65	28,423	27,788	...	635
Cherra-Companyganj (state provincial)	58	8	411	51	8	510	64	11,448	11,456	8	...
TOTAL	231	4,955	10,77,892	218	5,271	11,92,113	226	2,74,10,012	3,03,09,346	28,99,334	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	610	1,490	7,65,817	514	1,490	6,09,600	409	2,25,72,800	2,17,54,319	...	8,18,481
Bombay, Baroda and Central India	765	461	3,02,051	655	461	3,08,000	668	86,93,533	89,63,468	2,69,935	...
Madras	242	840	2,01,281	240	840	2,11,812	252	43,83,103	46,75,959	...	2,07,144
TOTAL	525	2,791	12,69,149	455	2,791	11,29,412	405	3,61,49,436	3,53,93,746	...	7,55,690
TOTAL (GUARANTEED AND STATE)	304	15,893	43,31,157	273	16,347	44,99,987	275	11,75,14,753	12,32 37,774	57,23,021	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	21,182	132	161	22,796	142	5,58,341	6,57,175	98,834	...
Tarkessur	277	22	4,502	205	22	7,096	323	1,52,248	1,65,236	12,988	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	122	67	9,445	141	67	7,529	112	1,91,141	2,29,887	38,746	...
Dibru-Sadiya	126	78	6,197	79	78	10,308	132	2,37,643	2,57,177	19,534	...
Special gauge—											
Darjeeling-Himalayan	237	51	14,166	278	51	14,196	278	2,89,011	2,86,400	...	2,611
TOTAL	155	379	55,492	146	379	61,925	163	14,28,384	15,95,875	1,67,491	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	41,270	124	333	64,393	193	13,82,794	14,53,527	70,733	...
The Gaekwar's Petlád	103	13	1,339	103	13	1,020	78	33,612	34,835	1,223	...
Rájpura-Bhátinda	124	108	13,020	121	108	15,859	147	3,22,715	3,82,862	60,147	...
Kolar-Gold fields	...	...	...	...	10	2,292	229	...	(*i*) 4,358	4,358	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	104	331	35,496	107	362	27,792	77	8,21,368	7,46,208	...	75,160
The Gaekwar's Mehsána	80	93	6,111	66	93	7,030	76	1,83,187	2,19,076	35,889	...
Kolhápur	83	29	2,423	84	29	2,235	77	58,675	64,302	5,627	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	5,004	69	72	4,120	57	1,47,503	1,44,747	...	2,756
TOTAL	125	979	1,04,663	107	1,020	1,24,741	122	29,49,854	30,49,915	1,00,061	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	148	334	47,712	143	334	25,768	77	12,36,757	10,82,211	...	1,54,546
Jetalsar-Rájkot	24	46	2,869	62	46	3,120	68	(*k*)28,371	76,942	48,571	...
Jodhpur-Bickaneer	53	364	16,587	46	364	24,400	67	4,34,334	6,57,324	2,22,990	...
Special gauge—											
Morvi	70	94	7,676	82	94	5,295	56	1,57,862	1,69,305	11,443	...
TOTAL	93	838	74,844	89	838	58,583	70	18,57,504	19,85,782	1,28,278	...
GRAND TOTAL	282	18,089	45,66,156	252	18,584	47,45,236	255	12,37,50,495	12,98,69,346	61,18,851	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section from 1st April 1893.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from 2nd April to 16th June 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Earnings of the Bezwada-Godávari section from the date of opening, *viz.*, 20th February 1893.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 16th June 1894.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April to 17th June 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, *the 28th June, 1894.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XI OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1893-94.	Week ending 17th June 1893.			Week ending 16th June 1894.			Earnings from 1st April to 17th June 1893.	Earnings from 1st April to 16th June 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian	602	1,634	9,38,476	574	1,683	9,99,403	594	1,17,30,830	1,22,60,063	5,29,233	...
Bengal-Nágpur	149	863	1,05,136	122	862	94,421	110	17,57,694	16,71,593	...	86,101
Indian Midland	132	752	1,03,424	138	752	1,30,369	173	12,95,618	14,85,584	1,89,966	...
Bezwada Extension	95	21	1,009	48	21	1,918	91	19,332	24,259	4,927	...
Metre gauge—											
Rajputana-Malwa (*a*)	261	1,699	4,31,745	254	1,719	4,95,430	288	57,97,999	65,73,984	7,75,985	...
South Indian	144	1,043	1,53,844	148	1,042	1,01,763	155	18,41,213	17,08,076	...	1,33,137
Southern Mahratta (*b*)	100	1,156	1,33,571	116	1,164	1,56,786	135	15,14,109	16,67,007	1,52,898	...
Bengal and North-Western (*c*)	132	756	1,01,984	135	756	1,19,010	157	14,37,010	15,32,568	95,558	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	223	14,927	67	215	14,411	67	1,78,031	2,12,329	34,298	...
Pálanpur-Deesa	41	...	...	...	17	810	48	...	9,823	9,823	...
Máyavaram-Mutupet	...	...	...	...	54	4,141	77	...	(*d*) 38,357	38,357	...
TOTAL	250	8,147	19,84,116	244	8,285	21,78,462	263	2,55,71,836	2,71,83,643	16,11,807	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (*e*)	232	2,509	6,01,231	240	2,507	6,19,912	247	62,96,208	69,73,013	6,76,805	...
Oudh and Rohilkhand (state)	242	692	1,64,757	238	797	2,14,991	270	21,94,903	24,53,333	2,58,430	...
Eastern Bengal (state) (including metre and 2′ 6″ gauges)	309	777	1,73,783	224	813	2,02,410	249	20,13,347	22,68,475	2,55,128	...
Bengal Central (*f*)	120	125	13,726	110	125	21,860	175	1,63,489	1,73,457	9,968	...
East Coast (state)	66	91	(*g*)3,271	36	266	25,332	95	(*g*) 60,095	3,17,113	2,57,018	...
Metre gauge—											
Burma (state)	171	728	1,18,794	163	730	1,05,467	144	15,00,192	13,37,764	...	1,62,428
Special gauges—											
Jorhát (state provincial)	49	25	1,919	77	25	1,631	65	15,149	13,396	...	1,753
Cherra-Companyganj (state provincial)	54	8	411	51	8	510	64	5,058	5,485	427	...
TOTAL	225	4,955	10,77,892	218	5,271	11,92,113	226	1,22,48,441	1,35,42,036	12,93,595	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*h*)	510	1,490	7,65,817	514	1,490	6,09,600	409	1,10,07,031	95,02,996	...	15,04,035
Bombay, Baroda and Central India	638	461	3,02,051	655	461	3,08,000	668	46,30,701	47,11,470	80,769	...
Madras	238	840	2,01,281	240	840	2,11,812	252	22,34,852	21,47,334	...	87,518
TOTAL	449	2,791	12,69,149	455	2,791	11,29,412	405	1,78,72,644	1,63,61,800	...	15,10,844
TOTAL (GUARANTEED AND STATE)	277	15,893	43,31,157	273	16,347	44,99,987	275	5,56,92,921	5,70,87,479	13,94,558	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	150	161	21,182	132	161	22,796	142	2,77,382	3,35,674	58,292	...
Tarkessur	253	22	4,502	205	22	7,096	323	74,175	80,687	6,512	...
Metre gauge—											
Rohilkund and Kumaon (Company's section)	136	67	9,445	141	67	7,529	112	1,16,821	1,05,386	...	11,435
Dibru-Sadiya	130	78	6,197	79	78	10,308	132	1,14,893	1,18,711	3,818	...
Special gauge—											
Darjeeling-Himalayan	238	51	14,166	278	51	14,196	278	1,54,754	1,54,358	...	396
TOTAL	161	379	55,492	146	379	61,925	163	7,38,025	7,94,816	56,791	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	158	333	41,270	124	333	64,393	193	6,31,149	7,26,021	94,872	...
The Gaekwar's Petlád	92	13	1,339	103	13	1,020	78	15,614	18,313	2,699	...
Rájpura-Bhátinda	129	108	13,020	121	108	15,859	147	1,63,690	1,94,454	30,764	...
Kolar-Goldfields	...	...	...	...	10	2,292	229	...	(*i*) 4,358	4,358	...
Metre gauge—											
Southern Mahratta (Mysore section) (*j*)	95	331	35,496	107	362	27,792	77	3,77,592	3,54,903	...	22,689
The Gaekwar's Mehsána	75	93	6,111	66	93	7,030	76	89,095	99,497	10,402	...
Kolhápur	27	29	2,423	84	29	2,235	77	26,881	33,783	6,902	...
Special gauge—											
The Gaekwar's Dabhoi	67	72	5,004	69	72	4,120	57	74,897	72,024	...	2,873
TOTAL	115	979	1,04,663	107	1,020	1,24,741	122	13,78,918	15,03,353	1,24,435	...
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	118	334	47,712	143	334	25,768	77	6,61,235	5,27,896	...	1,33,339
Jetalsar-Rájkot	60	46	2,869	62	46	3,120	68	(*k*) 28,371	38,393	10,022	...
Jodhpur-Bickaneer	54	364	16,587	46	364	24,400	67	1,95,288	3,01,491	1,06,203	...
Special gauge—											
Morvi	67	94	7,676	82	94	5,295	56	77,980	83,886	5,906	...
TOTAL	81	838	74,844	89	838	58,583	70	9,62,874	9,51,666	...	11,208
GRAND TOTAL	257	18,089	45,66,156	252	18,584	47,45,236	255	5,87,72,738	6,03,38,314	15,64,576	...

(*a*) Includes the Godhra-Rutlam railway.
(*b*) Includes the Guntakal-Mysore frontier section.
(*c*) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(*d*) Total earnings from 2nd April to 16th June 1894.
(*e*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*f*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
(*g*) Earnings of the Bezwada-Godávari section.
(*h*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*i*) Total earnings from 1st to 16th June 1894.
(*j*) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.
(*k*) Total earnings from 12th April to 17th June 1893.

F. B. HEBBERT,
Under Secretary.

C

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